



AGENDA

BICYCLE AND PEDESTRIAN STREET SAFETY COMMISSION (BPSSC)

Members:

- Trevor Roark
- Bill Fehrenbach
- Michael O’Meara
- Ald. Cathy Dugan
- Janis Borski
- Vacant (Alternate)

Date and Time:	July 11, 2019 2:00 PM	Location:	Police Department – Room 122 933 Michigan Avenue Stevens Point, WI 54481
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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 June 6, 2019 meeting
4. Schedule new regular meeting date and time
5. Alternate position vacancy
6. Repainting sharrows on Prentice and other streets
7. September, 2019 Bicycle and Pedestrian Counts
8. TAP Grant projects
9. WI State scooter legislation
10. Facebook page for BPSSC
11. Staff update
12. Adjourn

PLEASE TAKE NOTICE that any person who has special needs while attending these meetings or needs agenda materials for these meetings should contact the City Clerk as soon as possible to ensure that a reasonable accommodation can be made. The City Clerk can be reached by telephone at (715) 346-1569 or by mail at 1515 Strongs Avenue, Stevens Point, WI 54481.

Maps further defining the above area(s) may be obtained from the City of Stevens Point Department of Community Development, 1515 Strongs Avenue, Stevens Point, WI 54481, or by calling (715) 346-1567, during normal business hours.

PLEASE TAKE FURTHER NOTICE that a quorum of the Common Council may be in attendance at this meeting.

REPORT OF CITY BICYCLE AND PEDESTRIAN STREET SAFETY COMMISSION

June 06, 2019 – 2:00 PM

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

PRESENT: Commissioners Roark, O’Meara, Dugan, and Borski.

ALSO PRESENT: Associate Planner Kearns, Director Behuhn, and Tim McKnight.

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 April 3 and May 1, 2019 meetings
4. National Bike Month Guide (Ideas, Strategies, and Resources to Organize in Your Community)
5. Portage County County-Wide Bicycle and Pedestrian Plan prioritization model (final proposal)
6. 2019 goal 1: Assess & Recommend Bike Parking at Popular Transit Stops
7. Country Club Dr. improvements
8. Staff updates
9. Adjourn

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1. Call to Order.

Present: Roark, O’Meara, Borski

Excused: Fehrenbach, Corbin

Absent: Dugan

Chairperson Roark asked to add an item to the end of the agenda to discuss the July meeting, to which there were no objections.

Commissioner O’Meara made a motion to approve the agenda item addition to discuss the July meeting; seconded by Commissioner Borski.

Motion carried 3-0.

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

Commissioner Borski noted that the commission was titled incorrectly as a committee on the City of Stevens Point Meeting Minutes page on the City website.

Aldersperson Dugan arrived at 2:01 PM.

Chairperson Roark noted that the Levitt AMP concert series was holding their first concert at Pfiﬀner Park later in the evening, adding that there would be a slow family social bicycle ride starting at 5:30 PM, and returning to the concert venue prior to the show start. The bicycle rides would be held all summer long in conjunction with the concert series. He lastly added that RAW (Riding Across Wisconsin) would be occurring between August 16th-18th. Additional information was available at rideacrosswisconsin.com.

Discussion and Possible Action on the Following:

3. Report of the April 3 and May 1, 2019 meetings

Chairperson Roark noted a potential discrepancy with attendance for the April 3, 2019 meeting.

Commissioner O’Meara moved to approve the report of the April 3 and May 1, 2019 meetings; seconded by Commissioner Borski.

Motion carried 4-0.

4. National Bike Month Guide (Ideas, Strategies, and Resources to Organize in Your Community)

Chairperson Roark, referencing to the National Bike Month Guide educational material within the agenda packet and explained that while National Bike Month had been in May, they could move forward in planning for community involvement, events, and promotion for the following year. Commissioners had the following comments:

1. May is not a bicycle friendly month in Wisconsin. Suggestion to change it to June, and to possibly have it recognized locally as the official bicycle month within Stevens Point or surrounding area.
2. Online dates for National Bicycle Month differ from website to website and across several communities.
3. Holding the official bicycle month in June could open more opportunities to events, like having a kick-off meeting in conjunction with the concert series.
4. There was an openness and willingness to also pursuing educational activities and events, such as safe routes to school.

There was a brief discussion in whether the commission would need to have a month officially declared, to which it was agreed upon that they would pursue options with the Mayor.

Commissioner O’Meara stated that he would connect with the Mayor.

There was a brief discussion in whether there was interest in having commission members become certified or recertify through the League of American Bicyclists.

No action was taken.

5. Portage County County-Wide Bicycle and Pedestrian Plan prioritization model (final proposal)

Final comments and feedback were being requested for the prioritization model included in the agenda packet starting on page 40.

Commissioners had the following comments:

1. Item 2 – Impact on related budget(s): Swap the rating scale to indicate high cost at 0, and low cost to 10, as 10 would be the most desirable and would reduce the budget.
2. Item 4 – Remove from document.
3. Item 5 – Update ~~“After approval by Common Council”~~ with *“After consensus by Commission”*
4. Item 6 – Update ~~“After approval by Common Council”~~ with *“After consensus by Commission”*

Director Beduhn had not noted any issues or concerns while reading through the prioritization model.

Associate Planner Kearns reiterated the value in the type of policy they were pursuing. He also explained that not forwarding the document before the Common Council would provide additional flexibility to the commission when needing to update or rework the document.

There was a consensus to move forward with the Pedestrian Plan prioritization model with amendments.

6. 2019 goal 1: Assess & Recommend Bike Parking at Popular Transit Stops

Chairperson Roark explained that the first goal they would be addressing is to provide bicycle parking at popular transit stops, noting that Associate Planner Kearns had laid out the goal and objectives within their model template to begin discussion. They would be looking to come to a recommendation for staff on how to proceed and whether they should approve the first goal.

Associate Planner Kearns briefly explained he had reached out to the Transit office for preliminary information considering their expertise in bus stops and how their infrastructure was managed. Unfortunately, it was found that they didn't manage or track information related to bus stop popularity, including where they may pick up more cyclists, or where they may pick up persons who may utilize bicycles to get to bus stops. Nonetheless, they could still pursue a mechanism in documenting that information themselves in order to be able to make a recommendation on where to pursue the placement of bicycle parking at transit stops. As an example, the Community Development and Public Works department could utilize their intern resources. Additional feedback was requested.

Commissioners had the following comments:

1. Consider the number of destinations where people need to park based on occupancy, noting that residential areas wouldn't require bicycle parking as residents could keep them on their property, whereas there would be more of a need in a commercial area.
2. Openness in utilizing intern resources to obtain origin destination survey data to determine popular bus stops.
3. Inquiry on what had occurred with the bicycle share program on the local campus, to which it was noted that the university was still exploring their options.
4. Inquiry as to whether bicycle parking was free on campus, to which it was confirmed that it was.
5. Consensus in moving forward with the first goal.

Director Beduhn noted that they would be reaching out to the Transit office for further discussion.

Commissioner Borski moved to approve the assessment and recommendations by staff in determining current and future Goals and Objectives; seconded by Commissioner O'Meara.

Motion carried 4-0.

7. Country Club Dr. improvements

Director Beduhn provided updates on the following:

1. A Special Common Council meeting was held on how to proceed on Country Club Drive improvements, noting the City's obligation to pay for 70% of improvements on that roadway.
2. During that meeting it was determined that temporary repairs would be made during the current year to allow additional time to plan for permanent repairs for the 2020 year.
3. Plans for improvements would be forthcoming, for both overall 2020 improvements, and the addition of Country Club Drive improvements.

Commissioners had the following comments:

1. Inquiry to the length of the corridor, to which 1,700 feet was noted.
2. Inquiry as to whether the improvements would on top of the planned 2020 improvements, to which it was confirmed that it would be presented to the Common Council as an additional capital item.

3. Suggestion to add an 8-foot shoulder to provide accommodations to pedestrians and bicyclists, to which staff reiterated that the portion to be improved would be within the Township, not the City. Any major improvements along Country Club Drive within the City's jurisdiction would require them to obtain additional right-of-way.

No action was taken.

8. Staff Update

Associate Planner Kearns provided the following updates:

1. Targeted Area Master Plans:
 - a. Two public input sessions had occurred, one for Downtown and another for the Division Street Corridor. Information for the meetings, as well as documentation and plans would be available on the City's website. Final plans would be expected by the end of the summer.
 - b. Staff would investigate and confirm whether they were still taking public input online.
 - c. Chairperson Roark noted disappointment for the Clark Street plan options, noting that no bicycle facilities had been included.
 - d. Alderperson Dugan stated concern for the riverfront area, noting a large amount of pavement for 'The Point' concept up to the river's edge, and adding that it could add confusion in terms of pedestrian traffic.
 - e. Commissioner O'Meara noted that facilities would not be optimal 100% of the time, such as during Riverfront Rendezvous, but rather they were designed to be optimal for most of the time.
 - f. There was an inquiry as to the timeline of completed plans, to which it was projected within the next couple months, but before the end of the summer.
 - g. Inquiry as to whether there would be a final input session, to which staff noted uncertainty, but stated that the plans would be presented to the public in one form or the other.

9. Discuss July Meeting

Chairperson Roark added the discussion item to this point in the agenda.

After a brief discussion, there was a consensus to move the following meeting to July 11, 2019 at 2:00 PM.

10. Adjourn

Meeting adjourned at 2:48 PM.



Memo

Plan Staff

Community Development

City of Stevens Point

1515 Strongs Avenue

Stevens Point, WI 54481

Ph: (715) 346-1567 • Fax: (715) 346-1498

City of Stevens Point – Department of Community Development

To: Plan Commission
From: Plan Staff
Date: 7/2/2019
Re: Agenda Items for Bicycle Pedestrian Street Safety Commission Meeting: July 11, 2019

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 June 6, 2019 meetings
4. Schedule new regular meeting date and time

Members have suggested selecting a new time for BPSSC meetings and possibly a new day, noting that morning or afternoon times don't provide the public the best opportunity to attend. Staff are flexible to attend during normal business hours or during the evening.

5. Alternate position vacancy

The alternate position is vacant and will require reappointment. The ordinance states an alternate position shall exist.

6. Repainting sharrows on Prentice and other streets
7. September, 2019 Bicycle and Pedestrian Counts
8. TAP Grant projects

Transportation alternative grants are available through the Wisconsin Department of Transportation. One was received a few years ago to construct 13 miles of bike lanes or shared lanes on existing City Streets. Other possible projects may be candidates for a future application.

9. WI State scooter legislation

See the attached memo summarizing the legislation.

10. Facebook page for BPSSC

Note that no other boards or commissions have their own Facebook page or any other page of their own.

If BPSSC uses a Facebook page, accessibility laws and certain other best practices shall be followed. Furthermore, all things on the page will need to be archived because it is all public record.

11. Staff update

12. Adjourn



WISCONSIN LEGISLATIVE COUNCIL AMENDMENT MEMO

2019 Senate Bill 152	Senate Amendment 1
<i>Memo published: June 3, 2019</i>	<i>Contact: David Moore, Senior Staff Attorney</i>

2019 SENATE BILL 152

2019 Senate Bill 152 defines, authorizes, and creates a framework for the operation of electric scooters on roadways, sidewalks, bicycle lanes, and bicycle ways. Under the bill, an electric scooter is a device that:

- Weighs less than 100 pounds.
- Has handlebars and an electric motor.
- Is powered solely by the electric motor and human power.
- Has a maximum speed of not more than 20 miles per hour on a paved level surface when powered solely by the motor.

As defined, the term “electric scooter” does not include an electric personal assistive mobility device (EPAMD), motorcycle, motor bicycle, or moped.

In general, the bill applies the same rules of the road to electric scooters as are applied to EPAMDs under current law. Specifically, the bill provides that an electric scooter may not be operated at a speed in excess of 15 miles per hour and may not be equipped with a siren or compression whistle. An electric scooter must comply with front and rear lighting requirements in order to be operated during hours of darkness and must be equipped with a brake that is in good working condition.

Under the bill, cities, villages, towns, and counties (“local governments”) may regulate the rental and operation of electric scooters in a manner consistent with state law and with the regulation of bicycles, including by restricting or prohibiting operation on sidewalks or streets

with speed limits in excess of 25 miles per hour or by restricting or prohibiting the short-term commercial rental of electric scooters to the general public.

SENATE AMENDMENT 1

Senate Amendment 1 excludes “electric bicycles” from the definition of electric scooter. The amendment also replaces the provision in the bill regarding local government authority to regulate electric scooters. Under the amendment, a local government may regulate the rental and operation of electric scooters, but must do so in the same way that it regulates bicycles, except as follows:

- A local government may restrict or prohibit:
 - The operation of scooters on roads with speeds in excess of 25 miles per hour.
 - The operation of scooters on sidewalks and bicycle ways.
 - The short term commercial rental of scooters to the general public.
- A local government may establish requirements for and limitations on the parking of scooters on roadways, sidewalks, bicycle lanes, and bicycle ways.

BILL HISTORY

Senate Amendment 1 was offered by Senator Kooyenga on May 20, 2019. On May 30, 2019, the Senate Committee on Transportation and Veterans Affairs unanimously recommended adoption of Senate Amendment 1 and passage of the bill, as amended.

DM:ty