



AGENDA

BICYCLE AND PEDESTRIAN STREET SAFETY COMMISSION (BPSSC)

Members

- Trevor Roark - Chair
- Bill Fehrenbach
- Michael O'Meara
- Ald. Thomas Leek
- Kathryn Lane-Browne
- Janet Jurgella Finn - Alternate

Date and Time: April 22, 2021
3:00 PM

Location:

Zoom Teleconferencing

Meeting ID: 861 7708 5394 |
Passcode: 078239

By Computer:

<https://us02web.zoom.us/j/86177085394?pwd=cTArKzkWQmNzWlI2ZVVQN2xDek5QUt09>

By Phone: +1-312-626-6799 (US
Chicago)

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

Discussion and Possible Action on the Following:

3. Report of the February 11, 2021 meeting of the Bicycle & Pedestrian Street Safety Commission
4. Discussion and possible recommendation for the winter maintenance on the Riverfront Section of the Green Circle Trail
5. Discussion on mini roundabouts
6. Discussion on recruiting businesses to apply as a Bicycle Friendly Business

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.

7. Discussion on possible projects to include as part of a People for Bikes Community Grant application.

Staff Updates:

8. Business 51 reconstruction
9. 2022 planned street reconstructions
10. Updates on adopted strategic goals
11. BPSSC membership renewals
12. Update on University of Wisconsin-Madison capstone project

REPORT OF THE BICYCLE & PEDESTRIAN STREET SAFETY COMMISSION

February 11, 2021 – 3:00 PM
Zoom Conference Call Meeting

PRESENT: Chair Roark, Alderperson Leek, Commissioner Fehrenbach, Commissioner O'Meara, Commissioner Finn.

ALSO PRESENT: Director Kernosky, Associate Planner/Zoning Administrator Kuhn, Director Beduhn, Secretary Mohr, Alderperson Jennings, Larry Oathout, and unidentified audience members via Virtual Zoom Meeting.

INDEX:

1. Roll call.
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 January 14, 2021 meeting of the Bicycle & Pedestrian Street Safety Commission
 4. Discussion and possible action on the 2021-2026 strategic goals of the Bicycle & Pedestrian Street Safety Commission
 5. Adjourn
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1. Roll call.

Present: Roark, O'Meara, Ald. Leek, Finn

Excused: Lane-Browne, Fehrenbach

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

Commissioner Fehrenbach arrived at 3:03 PM.

Chairperson Roark noted the importance of clearing curb-cuts, with Commissioner Fehrenbach adding that bicycles were still being seen frequently regardless of the cold temperatures.

Alderperson Jennings asked Director Beduhn if hypothetically, it was possible for roads to last longer because of lane conversions, to which Director Beduhn stated that while the answer would depend on many variables, even if it did, it was not significant.

Discussion and possible action on the following:

3. Report of the January 14, 2021 meeting of the Bicycle & Pedestrian Street Safety Commission

Motion by Commissioner Fehrenbach to approve the report of the January 14, 2021 Bicycle and Pedestrian Street Safety Commission meeting; seconded by Commissioner Finn.

Motion carried 5-0.

4. Discussion and possible action on the 2021-2026 strategic goals of the Bicycle & Pedestrian Street Safety Commission

Zoning Administrator/Associate Planner Kearns reiterated on previous goal setting meetings, what staff did to further expand on each goal and to take feedback into consideration. Each goal was summarized and the following comments were made:

2020-2021 Goals

1. Install a bicycle corral within the two parking stalls in front of the Portage County Library.
 - a. Under **steps to completion (1)**: ‘alliance’ was ‘Arts Alliance’ which no longer existed, but was now CREATE, to which staff clarified that it referred to the Stevens Point Alliance, which was the new name for the Downtown Association.
 - b. **Second Sentence**: ‘~~should~~ could consider alternate corral placement...’
 - c. Brief discussion regarding the pushback for staff and the commission from the Downtown Point Alliance who were against removal of any parking stalls for any other use, highlighting that the purpose of the goal was to get a corral near the library, not to eliminate parking.
 - d. Inquiry as to which face was considered the front of the library, to which Main Street was stated.
 - e. Suggestion to consider the Clark Street side for placement as it would not interfere with parking.
2. Include educational initiatives in municipal communication.
 - a. No further issues noted.
3. Create a brochure to highlight the City’s Bicycle Friendly Community Silver designation.
 - a. No further issues noted.
4. Encourage five local businesses to apply for Bicycle Friendly Business designation, assist with application.
 - a. Work with local organizations to present the BFB process with local businesses.
 - i. Coordinate presentations with those organizations to review steps for designation process completion.
5. Increase usage/education of bicycle lanes
 - a. Noted additional resources such as the Bicycle BikFed and Wisconsin’s Department of Transportation.
 - b. Physical fliers would be helpful.
 - c. Suggestion for title change: ‘Increase usage of and educating the community about bicycle lanes’.
6. Submit a walkable friendly community application.
 - a. No further issues noted.
7. Increase communication and collaboration between BPSSC and the Portage County Traffic Safety Commission.
 - a. No further issues noted.
8. Enforce & Educate the City’s Vision Zero Policy.
 - a. Clarification requested between the Complete Streets Resolution adopted in 2018, or the Vision Zero Policy adopted prior to that.
 - b. Brief discussion on the usage of the word ‘Policy’, which sounded more like a rule or directive, whereas a ‘Plan’ would have a call to action. Referring to it as an action plan would also make more sense to community members. Staff further explained that a policy was an action plan, and they could take further efforts to highlight the educational components in what the policy meant.
 - c. **Challenge (2)**: ~~likes~~ agrees
 - d. Suggestion to review the bicycle fatality data from the Police Department, and then take corrective action to identify what caused them, to which staff stated that the County Commission already had the data that highlighted automobile

accidents along with the classification of fatalities. They could further investigate how the commissions could work together to advance enforcement and education on the City's Vision Zero Policy.

- e. Update title "Advance the enforcement and education of the City's Vision Zero Policy"

2022-2025 Goals

9. Alter funding for sidewalk continuation projects (transfer from property assessments to the City's budget).
 - a. Mixed feelings were noted about the goal, mainly due to the financial impact for residents, to which it was also noted that those who were most likely to be impacted would be the ones most likely to not be able to pay the assessments.
10. Provide safer access to route bicyclists and pedestrians from businesses along Highway 10 to the Downtown.
 - a. Alderperson Jennings stated there was a good foundation to build upon with the Plover River Crossing, noting that the route would address what was within the Portage County Bicycle Pedestrian Plan, with the bridge crossing also being identified within the Park Plan, and for the Town of Hull. Lastly noted that getting support from commission as the PRC moved forward, in addition to the 2022 TAP Grant, would be very helpful.
 - b. Contrary to the Highway 10 Crossing, the Plover River Crossing was more palatable even if not as a direct of a route.
11. Educate citizens on safe bicycling practices through small group rides.
 - a. No further issues noted.
12. Increase bicycle education in school curriculum.
 - a. No further issues noted.
13. Map out preferred walking and biking routes for each school into the city.
 - a. Alderperson Jennings noted that Portage County CAN (Cycling without Age) had previously done a lot of work with walking maps, and the commission could perhaps build upon existing ones.
14. Advocate for the winter maintenance of the Riverfront Trail for pedestrian use.
 - a. No further issues noted.
15. Amend bicycle rack standards within the City's bicycle parking ordinance.
 - a. Possibility of adopting the Association of Pedestrian and Bicycle Professionals (APBP) bicycle rack standards, to which staff noted that it would be ideal to review those standards at the time of the Zoning Code rewrite.
16. Adopt a complete streets policy.
 - a. Clarification request on the status of the previously adopted policy and future amendments or revisions to make it more comprehensive in nature.
 - b. Inquiry to change 'Policy' to 'Resolution' for the document itself for it to be clearer.
 - c. Capitalize 'Complete Streets' within the goal title.
17. Join the Wisconsin Bike Federation.
 - a. No further issues noted.
18. Apply for a gold designation when the city needs to re-apply as a bicycle friendly community in 2024.
 - a. Request to disburse the League of American Bicyclists' detailed report card from the previous designation received to both Commissioners and Alders, typically received in the form of a packet. Staff would investigate the request.

Motion by Commissioner O'Meara to adopt the 2021-2026 strategic goals of the Bicycle & Pedestrian Street Safety Commission as amended; seconded by Commissioner Fehrenbach.

Motion carried 5-0.

5. Adjourn

Meeting adjourned at 4:28 PM.

A recording of this meeting can be viewed/heard at: <https://stevenspoint.com/365/AgendasMinutesVideos>



MEMORANDUM

To: Bicycle & Pedestrian Street Safety Commission

From: Adam Kuhn, Associate Planner / Zoning Administrator

CC: Scott Beduhn, Director of Public Works
Ryan Kernosky, Director of Community Development

Date: April 22, 2021

RE: Clearing of Snow on the Riverfront Trail

In February, the Bicycle and Pedestrian Street Safety Commission adopted goals as part of several strategic goal sessions. The purpose of these sessions was to finalize goals that the Commission and City staff should fulfill over the next four years. One of these goals is to advocate for the winter maintenance of the Riverfront Trail. Currently, the Riverfront Trail is not maintained during the winter months, resulting in its use for pedestrian- and bicycle-related purposes to be difficult.

Given that the City's Parks, Recreation and Forestry Department would oversee the Riverfront Trail's maintenance, there are several factors that need to be considered to determine its feasibility. Such factors include the financial cost to maintain the trail, staffing and necessary equipment, to name a few.

Although there are several ways that the Commission could advocate for winter maintenance, one option discussed during previous meetings was for the Commission to formally vote on a recommendation that the Riverfront Trail be maintained during winter months. The purpose of this agenda item is to discuss this strategic goal in more detail, followed by a potential vote on recommending the Riverfront Trail's winter maintenance.

Please note that any recommendation made by the Commission is solely a recommendation—the final decision will be made by the Board of Park Commissioners and the Parks, Recreation and Forestry Department.

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MEMO

To: Bicycle & Pedestrian Street Safety Commission (BPSSC)

From: Trevor Roark - Chair, BPSSC

Re: mini-roundabouts

Dear, BPSSC members,

As we continue implementing the Portage County Countywide Bicycle & Pedestrian Plan (PCCBPP) and our related recently adopted strategic goals, I'd like to make you aware of another tool in the toolbox for traffic calming and improving safety and connections, the mini-roundabout. Objectives B3 & B4 in the PCCBPP tell our City to increase walking and biking commute mode share and as we all know, there are a number of ways (the 5 Es) to achieve this, with the most effective E being Engineering (or infrastructure).

According to the Federal Highway Administration, about 45% of all traffic crashes nationwide occur at intersections. The danger is compounded when cars enter at high speeds, disregarding the traffic signals. And I think we've all been there - We're all guilty at one time or another, whether we were 18-years old and beating a red light or 51-years old and getting distracted by what's on the radio or a conversation with a passenger. It's a simple fact that humans get distracted and/or make mistakes.

The U.S. and other countries had been working on roundabouts as early as 1905, but the modern and safer design didn't take until the UK came up with the "give way" rule, which required entering traffic to yield to traffic already in the circle. They also got rid of the left turn, another critical component to the safety of the modern design. Today, hundreds of communities and many states have built roundabouts to create safer and slower intersections.

The mini-roundabout, a much smaller design, was developed in the 1960's by the British Transport and Road Research Laboratory. Because mini-roundabouts rely primarily on pavement markings and lack the physical deflection of a "normal" roundabout, UK guidelines recommend mini-roundabouts within intersections in locations with speed limits of 30 MPH or less. The first mini-roundabout in the U.S. was constructed in 2001 in the Village of Dimondale, Michigan, a suburb of Lansing. Since then, they continue to pop up all over the country. Most of us have probably driven through a mini-roundabout by now, whether in the Wisconsin Dells, EauClaire, Johnsburg, IL, Madison, or River Falls.

Currently there are about 427 roundabouts on the Wisconsin State highway system. According to WisDOT, roundabouts may be considered as an alternative when building new intersections or when doing a complete reconstruction to correct safety or reduce congestion because roundabouts: Are proven to reduce the number of severe injury crashes and deaths, provide a good economic value, reduce delay and improve traffic flow, are a greener alternative with less vehicle idling, lower fuel emissions and less wasted fuel. With mini-roundabouts, these outcomes are similar but with much lower costs. There are far fewer mini-roundabouts in Wisconsin, however it's hard to know how many as

these are normally constructed/implemented within municipalities with intersections of lower Level of Service.

This memo serves as a primer to start considering the pros and cons of this newer tool as an effective method for traffic calming and improving our intersections. Mini-roundabouts can be very cost effective and as a result have a greater impact on increasing bicycling & walking in Stevens Point than other tools we have. One possible technique for implementation, something I've talked to Dir. Beduhn about a year or two ago, is to run a trial mini-roundabout (or pop-up mini-roundabout) in order to test out their efficacy. I look to this and future discussions.

Sincerely,

Trevor Roark - Chair, BPSSC

References:

FHWA - <https://safety.fhwa.dot.gov/intersection/roundabouts/>

Transportation Research Board, Subcommittee on Roundabouts, *The Dimondale Mini: America's First Mini-Roundabout* - https://nacto.org/wp-content/uploads/2015/04/dimondale_miniround_about_waddell.pdf

WisDOT/Roundabouts - <https://wisconsindot.gov/Pages/safety/safety-eng/roundabouts/default.aspx>