



Minutes

Prepared by Howard Crofoot, 07/08/2024

CSRC Attendees: Robin Fatzinger, Danica Larson, Paul Malischke, Eileen McCartney, and Tom Nall

CSRC Not Present: Maureen Vorwald

Staff Attendees: Howard Crofoot

Public Attendees: None

1. Call to Order at 6:00 pm by Howard Crofoot.
2. Election of Chairperson: Motion by Eileen, Second by Danica to elect Robin Fatzinger as Chairperson. Motion approved unanimously. Robin assumed the duties of Chairperson.
3. Approval of Minutes: May 20, 2024 CSRC: Motion to approve by Danica, second by Paul. Motion passed unanimously.
4. Citizen Comments, Observations, & Petitions: Paul thanked the City for completing the sealcoating on the PCA trail and asked that the City consider the trail on Eastside Road for 2025.
5. Old Business:
 - a. Follow Up on Bike & Pedestrian Plan.

The plan was accepted by the Common Council on May 28.
 - b. Bike and Pedestrian Plan: Howard confirmed that he will propose CIP funding for Top 8 items – 7, 3, 5 and 6 in priority order.
 7. Extend the sidewalk along Southwest Road from UWP Lot 28 to Southwest Lane
 3. Add a Rectangular Rapid-Flashing Beacon (RRFB) at Lancaster Street and Camp Street
 5. Add a crosswalk and RRFB at Water Street and Lewis Street
 6. Complete the sidewalk on Hickory Street from Cedar to Camp



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8. New Business:

a. Bike and Pedestrian “Short Term” items:

C.15. Discourage the use of bicycles on sidewalks downtown. Add signs prohibiting riding on sidewalks from Elm to Water and from Furnace to Pine.

- There was discussion about possible strategies. One was signage in the Downtown, including on the LED signs. Another was to contact the UW-P Cycling Club to see if they would help educate students.

C.16. Extend the downtown 15mph zone past the library to improve safety, particularly with the new bus stop

- There was discussion about this item. Howard said it could be done, but it would be difficult to enforce and drivers would likely accelerate as they are heading west regardless of signs. There was discussion of “when children are present”, to address concerns about the school bus stop.

C.17. Add leading pedestrian intervals and walking countdowns at busy intersections with traffic signals. Consider making walk signs automatic (with the countdown) and implementing no right turn on red

- Howard explained that the countdown timers can be implemented at a cost of about \$5,000 per intersection. There was a suggestion to wait until the signals need replacing before implementing this. Making walk signs automatic would create delays for vehicle traffic when pedestrians are not crossing. There was a suggestion to investigate whether the cycles would accommodate automatic pedestrian cycles during the morning and afternoon peak times when the signals at Chestnut & Pine and Chestnut & Main are synchronized. No Right Turn on Red. There was discussion and consensus was to table and revisit later due to impacts on traffic.

C.22. Ensure that stoplights can be triggered by bicycles, particularly along bike routes.

- Howard explained how the traffic loops work and that there is a balance of sensitivity to detection and oversensitive where the loops sense vehicles in the opposing lanes and work inefficiently. Some loops were able to be attuned, such as the westbound lane on Pine at Chestnut. If a bicyclist is

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approximately 2 feet inside the double-yellow centerline and close to the stop bar, it can trigger the signal. This is also better addressed in the future when replacing the signals. Newer signals use video technology to determine traffic waiting at signals and can be programmed to accept bicycle traffic as a cue to change signals.

C.23. Ensure that the length of walk signs is long enough for low mobility pedestrians.

- Done. Howard explained how walk signals work. The white crossing is about 7 seconds long (on Chestnut Street) and is the interval to allow pedestrians to start crossing. The Flashing Orange interval is meant to tell pedestrians who have not entered the intersection, to wait, but those in the intersection can complete the movement. Engineering standards allow for low mobility pedestrians to complete the crossing at an assumed pace of 2.5 feet per second during this phase (14 seconds to cross Chestnut Street).

The following items were not discussed due to time available. Motion by Tom, Second by Danica to Table discussion until the July meeting. Motion passed unanimously.

C.24. Develop a schedule for repainting crosswalks and seal coating trails and sidepaths. The years of previous and future painting and sealcoating should be maintained. City staff should continue annual repainting of crosswalks. Epoxy should be reapplied to highway crosswalks every five years or as funding allows.

C.34. Explore the addition of crossing guard(s) near the middle school.

C.35. Consider strategies to improve visibility at intersections, such as: a. Evaluate ways to enforce the city ordinance on vision clearance at intersections (22.09.a). This includes fences and landscaping. b. Remove parking stalls near crosswalks, particularly on roads surrounding UWP (Ullsvik Hall and intersection of Greenwood and Longhorn).

5. Adjourn at 6:51 pm, motion by Eileen, second by Tom. Motion passed unanimously.