

**VILLAGE OF EPHRAIM
COMMUNITY PROTECTION COMMITTEE MINUTES
THURSDAY, SEPTEMBER 7, 2023 - 3:30 PM
9996 WATER STREET**



ACTION ITEMS:

Cox moved, Krist seconded to approve the minutes of August 3, 2023, all ayes. Motion carried.

Krist moved, Dukehart seconded to adjourn at 4:45 PM, all ayes. Motion carried.

Present: John Cox, Tad Dukehart, Keith Krist, and Carly Mulliken - Chair.

Absent: Dan Shannon.

Staff: Justin MacDonald – Village of Ephraim Fire Chief and Kim Roberts - Deputy Clerk.

Guests: Dr. Michael McCutcheon, BD Thorp, Thad Ash (Door County Highway Commissioner)

1. **Call to Order:** The meeting was called to order by Mulliken at 3:30 PM. A quorum was present for this meeting.

2. **Changes to the agenda:** There were no changes.

3. **Approval of the previous minutes:**

Cox moved, Krist seconded to approve the minutes of August 3, 2023, all ayes. Motion carried.

An update was provided from Mulliken regarding approval from the Board on the recommended road surveys. She noted that the request was denied. The Board asked for more data to support the request. She asked the committee to discuss how they could collect data to support the request for more information. She thought researching to see if any other studies had been completed on either of the roads may be helpful.

A discussion was held regarding data to support the recommendation made to the Village Board regarding surveys to be completed for German Road and Anderson Lane. Mulliken noted that the committee's mission is to be concerned about safety, so there is a need to have more specific data regarding safety issues.

McCutcheon explained that the Board wanted to know what the problem was, have there been near misses, or accidents. They wanted additional information because of what happened with the Village Hall plan; we didn't discuss the subject before we spent a lot of money on plans.

Cox explained that German Road has become dangerous for pedestrians. It is narrow and blind, there is nowhere to step off the road, and there are speeding vehicles. The discussion came up here because it is where it is supposed to start due to the safety issue. The result of over a year's worth of discussion was how to move forward and come up with a recommendation. There were unknowns regarding how wide the right of way "ROW" is and if there was room within the ROW to do anything to improve the safety issues for pedestrians. We can't sight accidents; there have probably been numerous near misses. We don't know what we have or what we could do to improve safety for pedestrians and bicyclists. We also don't know how the roadbed sits in the ROW, so the committee decided to go out and get bids to figure it out. He further noted there was correspondence from a resident, Cheryl Moore, on German Road regarding the safety issues.

4. **Visitors' Comments:** There were no comments.

5. **Discussion with Door County Highway Commissioner Thad Ash (Various Subjects):**

A discussion was held with Thad Ash of the Door County Highway Commission regarding what the Village could do within the Village limits. Moving speed limits on CTH Q, reducing speed limits, speed studies, law enforcement, speed signage, double yellow lines, and parking signage were discussed.

Ash provided the following information to the Committee in response to questions asked:

- As a Village, the Village has the right to make a 25 mph speed zone in the Village with the permission of WisDOT. Anything less than 35 mph has to have WisDOT approval. The 35 mph speed zone can go out to the Village limits with certain criteria such as spacing of buildings, not driveways, in any given thousand-foot (1,000') stretch of that road, with exceptions. Before a speed zone can be changed, a request has to come from a municipality to the county. Recent accident data

is collected from the last four (4) to five (5) year period, a speed study is requested and the speed study has to meet state guidelines for the 85% percent tile of the speed data collected during the study and be within a five (5) mph range. All the criteria does have exceptions. He offered his assistance if this was what the Village wanted to pursue. Where the housing residences start and the buildings are closer together, would be far easier to get to a 25 mph speed limit than where you are getting closer to the municipal boundaries and the buildings and or businesses are farther apart. There are more hoops to obtain a 25 mph speed zone. To go to a 25 mph speed zone, the state may require a more in-depth study and possibly a review of the traffic study by a traffic engineer, and physical documentation on site of the speed zone. Pedestrians, bike traffic, and hidden driveways are all considered important to accomplish a lower speed limit.

- About the 85% tile concerning a speed study: If one hundred (100) cars go through a speed study zone and the posted speed limit is 45 mph, and 85 out of 100 cars are going within 5 mph over or under that speed limit within the speed zone, that is what will be deemed the speed limit. A speed study will also tell you how many are over the speed limit. It records every vehicle coming and going. The bottom line is if you change the speed limit more than 10 mph, it won't make a difference. Surveillance and police presence are the only things that make a difference.
- Ash stated that moving that sign to the east is not going to change the westbound traffic. Concerning the sign for eastbound traffic, there may be a chance to move that sign if we can make the criteria work for the 35 mph speed zone east of that. The posted speed zone needs to be a minimum of 0.3 miles in length. The increase in new residences would be a good bargaining chip, however, if it is moved, WisDOT won't move it again in the future. Coming from 55 mph, the speed limit can be lowered to 45, but lower than that is going to be a tough sell with vacant farmland. They do not like to drop the speed limit more than 10 mph from the posted speed. Flags are installed on the signs to draw attention to the change because changes are hard people don't read the signs. It will take all of us to work on the changes. It is not unattainable but it is going to take some work.
- Regarding speed studies: How data is collected and the range for the speed boards, Ash said the speed board needs to be within one thousand two hundred feet (1200') to one thousand five hundred feet (1500') within the speed zone.
- Ash discussed suggestive yellow warning signage. They are not enforceable. Honest people will slow down and those who speed will speed.
- Concerning a yellow speed limit approaching sign, the Village would need permission from the county committee. They are bought and maintained by the requesting municipality. He would double-check the criteria and report back.
- About flags on speed limit signs, Ash said he would have them installed on the 25 mph sign, 35 mph sign, and the reduced speed sign. The three (3) signs would be flagged. It is a good place to start and he can do some homework with the WisDOT. He cautioned against over-signage, and keeping signage to a minimum.
- Regarding the removal of the double yellow line on CTH Q, it is not safe to pass going Eastbound. Ash stated it should be double yellow down through the curves, through the 25 mph zone, and probably the 35 mph zone on CTH Q. It was a reasonable request to be taken care of next summer when the road is redone.
- Ash confirmed anything done within the State ROW needs to be approved by WisDOT. WisDOT will only maintain the traveled roadways. The parking stalls are the Village's responsibility. If there is no signage, any paint as a method to sign parking (hash marks) is not legally enforceable.

There was a discussion regarding crosswalks not being repainted. PFU decided they would be painted every other year. They are all WisDOT-approved crosswalks. Ash stated the glass beads help with visibility. Ash further reminded everyone about the ROW and a lot of roads are not centered in the ROW. Ash noted that he planned to come back for the October 5, 2023 meeting at 3:30 PM to report on his research and findings.

6. Discussion and recommendation on signage on right-of-ways:

A discussion was held regarding signage. Mulliken explained what would be required concerning the

ordinance. Cox discussed the non-regulation “no parking” signs installed on the side streets. If you are going to put a sign up it should be enforceable. Due to their size, they get buried in the trees. People park right in front of the signs; it means they don’t carry any weight. Krist discussed that there is no enforcement. Mulliken asked Ash if the smaller signs were enforceable

Ash said they had to be 12X18 inches to be enforceable and have black or red writing. There were distance requirements as well.

Further discussion was held regarding replacement signage and changes to signage. Mulliken stated that the committee will have to discuss new signage that is enforceable and where the budget would come from to pay for new signage. MacDonald stated within the CPC / Fire Department budget there is a law enforcement category where the replacement signs could probably come out of without a problem. Mulliken asked if a survey was necessary to determine how many signs would need replacement. Cox stressed that Spruce Street is a problem and residents have requested help with the parking issues. MacDonald agreed and felt it might be time for Spruce Street to be considered no parking on both sides of the street. Mulliken stated that she would follow up with Bristol about a change of ordinance to request no parking on both sides of Spruce Street.

7. Discussion of general safety issues in the Village:

Krist discussed that he has been hearing gunshots and that no firearms in the Village should be reinstated and brought to the attention of the public annually.

Mulliken spoke to Patrick at Edgewater Resort. He will get the issue discussed in August taken care of in the next couple of days to improve the vision triangle on their corner.

A brief discussion about the geese problem.

8. New business for the next meeting:

The next meeting of the Community Protection Committee will be held on October 5, 2023, at 3:30 PM.

New business:

- a) Discharge of firearms.
- b) 2024 Budget
- c) Geese problem.

9. Adjournment:

Krist moved, Dukehart seconded to adjourn at 4:45 PM, all ayes. Motion carried.

Recorded by, Kim Roberts – Deputy Clerk