



Virtual Meeting
Mequon, WI 53092
Phone: 262-236-2934
Fax: 262-242-9655



www.ci.mequon.wi.us

Public Works Department

Joint Mequon-Thiensville Bike and Pedestrian Way Commission
Thursday, January 14, 2021
8:00 AM
Virtual Meeting

ELECTRONIC MEETING NOTICE: Pursuant to the current recommendation of the CDC limiting the size of public gatherings and the various federal and state orders implementing that recommendation, and to help protect our community from the Coronavirus (COVID-19) pandemic, this meeting will be held virtually through the GoToMeeting platform with each member accessing the meeting remotely. Citizens may join the meeting online or by phone. Please go to <https://www.gotomeet.me/KristenLundeen/bike-and-pedestrian-committee> to join the meeting online or call into the meeting by dialing 1-866-899-4679 and enter access code 700-458-277.

WRITTEN PUBLIC COMMENTS may be made in writing in advance of the meeting. Written comments should be directed to the Public Works Department at least 2 hours prior to the meeting by email at klundeen@ci.mequon.wi.us addressed to the intended committee. Written public comment may also be deposited in the drop box at City Hall on 11333 N. Cedarburg Road, Mequon at least 2 hours prior to the meeting. Comments received timely will be forwarded to all members of the body for their consideration.

VERBAL PUBLIC COMMENTS will be accepted only from members of the public who register in advance. Registration shall be made by sending an email to Director of Public Works/City Engineer, Kristen Lundeen at klundeen@ci.mequon.wi.us or by leaving a message at 262-236-2938 no later than 2 hours prior to the meeting. Reasonable accommodations will be made for those citizens who are unable to attend the meeting in the methods identified above upon at least two hours' notice. Notice can be given to the City Clerk's Office at 262-236-2914.

Agenda

1. Call to Order, Roll Call
2. Elect Committee Chair

Dated: 1/14/2021

/s/ , Chair

Notice is hereby given that a majority of other governmental bodies may be in attendance at this meeting to gather information about a subject over which they have decision making responsibility, although they will not take any formal action relative thereto at this meeting. Persons with disabilities requiring accommodations for attendance at this meeting should contact the City Clerk's Office at 262-236-2914 twenty-four (24) hours in advance of the meeting.

Any questions regarding this agenda may be directed to the Engineering Office at 262-236-2934, Monday through Friday, 8:00 am – 4:30 pm.

3. Approval of Meeting Minutes

Action requested: review and approve

- a. 03/05/20 Bikeway Minutes

4. Resident Communications

Citizens wishing to address the Commission on any matter not on the agenda may do so at this time. If you desire to be heard on agenda items, you may be heard when that item is considered on the agenda. The time limitation is FIVE minutes. Please state your name and address.

5. Discussion/Action Items

- a. Priority Information List

1. Annual Review of 2010-2030 Bike and Pedestrian Way Commission Recommendations

2. Bike Safety Brochure

- b. Priority Information List - Grant Availability

c. Grade Separation at Mequon Road

d. Highland road Bike/Pedestrian Spur

6. Other Business

7. Adjourn

Dated: 1/14/2021

/s/ , Chair

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11333 N. Cedarburg Road
Mequon, WI 53092-1930
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Office of Engineering

TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission
FROM: Kristen Lundeen, Director of Public Works/City Engineer
DATE: January 14, 2021
SUBJECT: Annual Review of 2010-2030 Bike and Pedestrian Way Commission Recommendations

Background

Typically, the Commission reviews its prioritized list of projects on an annual basis. Due to the impact of the 2020 meeting schedule, this effort was not completed in 2020. At the February meeting, the Commission will discuss and recommend approval of the prioritized list.

Analysis

The basis for the list of projects is the 2010-2030 Bike and Pedestrian Way Commission Recommendations report. Historically, the Commission arranged the projects in a prioritized order to be able to focus on the highest prioritized projects and advocate for funding and implementation.

The Commission should review the prioritized list and provide feedback so that a draft 2021 version can be discussed and approved at the February meeting.

Fiscal Impact

Fiscal impact is typically at the time of construction/implementation.

Recommendation

Staff recommends that the Commission review the 2019 list at the January meeting and provide feedback for staff to present a draft 2021 version at the February meeting for review and approval.

Attachments:

2010-2030 Bike and Pedestrian Way Commission Recommendations-2019 (PDF)

Priority	Location	Projects
1	Mequon/OIT	Grade Separation at Mequon Rd & the OIT
2	Donges Bay Rd	OIT - Flatten curve at substation
3	Donges Bay Road	Continue 5' marked shoulders beyond Grasslyn Rd to River Rd
4	Various	Bike Path Ahead Signs
5	Mequon/Thiensville	Create a Grant Plan
6	Highland Rd	4' Bike lane - OIT to Wasauke Rd
7	River Road	4' Paved Shoulder, Heiderl Rd - Freistadt Rd
8	Lake Shore Drive	Re-Striping-Glen Oaks to Mequon Rd
9	Lake Shore Drive	4' Bike Lanes (including Zedler Ln)
10	Donges Bay Rd	2-way, off-road trail-Lemke Park to Wasauke Rd (south side)
11	County Line Road	4' lanes - Rangeline Rd to River Rd
12	Range Line Road	4' Lanes County Line Rd - Mequon Rd
13	Pioneer Road	4' Bike lane - Davis Rd to Wasauke Rd
14	Port Washington Rd	Extend 4' Lanes and Sidewalks to hospital
15	Port Washington Rd	Off Road Bike path East of Pt Washington Rd Between Fairy Chasm and Zedler Ln
16	Thiensville	Connection 400-500 block Main St to OIT

Completed Projects

Priority	Location	Projects
2015 1	Ozaukee Interurban Trail	Relocation around WE Energies Substation
2015 9	Donges Bay Road	4' lanes - Lake Shore Dr to Port Washington Rd
2015 1	County Line Road	4' lanes – Cedarburg Rd to Swan Rd
2016 17	County Line Road	5' paved shoulder added to North side of County Line Rd
2016 2	Green Bay Road	4' lanes – From Lake Bluff Rd to Highland Rd
2016 2	Donges Bay Road	Add improved signage at intersection with OIT
2018 1	Donges Bay Road	5' marked lanes - Cedarburg Rd to Wauwatosa Rd
2018 5	Mequon/Thiensville	Develop a Bike Rack Plan

Deleted Projects

Priority	Location	Projects
2016 6	Swan Road	Sign directing east to Nature Center
2016 28	Green Bay Road	4' lanes – From Highland Rd to Pioneer
2016 3	Freistadt Road	Signs routing bikes to Riverview Dr

State Projects

Priority	Location	Projects
2016 9	Wauwatosa Road	Stripe and Sign bike/ped lanes – South of Mequon
2016 14	Mequon Road	4' lanes - Swan Rd to Wasauke Rd
2016 18	Port Washington Road	4' bike lane - Katherine Dr to County Line Rd
2016 21	Mequon Road	Continue Sidewalks to Meadowbrook Dr and Whilton Rd

Low Feasibility

Priority	Location	Projects
2016 8	Highland Road	Off-road Path - Rotary Park to Laurel Ln
2016 10	Swan Road	Hiking trail - Concord Dr. to Nature Center -Tied to Swan Rd Reconst
2016 11	Mequon Road	4' lanes - I-43 overpass to Lake Shore Dr
2016 19	River Road	Lac du Cours off-road bike/ped path
2016 22	River Road	Bike/Ped Bridge over Milwaukee River –Mequon to Mequon-N of Dam
2016 15	Donges Bay Road	Bike/Ped bridge over Milwaukee River - Across Donges Bay



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Office of Engineering

TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission
FROM: Kristen Lundeen, Director of Public Works/City Engineer
DATE: January 14, 2021
SUBJECT: Grade Separation at Mequon Road

Background

Staff is providing an update on the Mequon Road corridor and OIT crossing improvements. Please see the concept plan attached to this memo.

The safety of the OIT crossing on Mequon Road has been a concern for bicyclists, pedestrians and motorists. With a fatality last summer at the Ozaukee Interurban Trail (OIT) crossing on Pioneer Road, an increased number of OIT users and motorists have asked for the City to take action.

In addition to concerns regarding the safety of the OIT crossing, increased vehicular and pedestrian traffic related to the success of the Spur 16 development brought concerns regarding safety at the Mequon Road and Weston Drive (formerly Industrial Drive) intersection. With increased traffic volume anticipated for the Foxtown Development, the traffic impact analysis (TIA) indicated that at full build out, a traffic signal would be warranted at the intersection.

From staff's perspective, if improvements are contemplated for the OIT crossing on Mequon Road, it should consider the future installation of the traffic signal at Weston Drive, including any crosswalk or other improvements for the intersection or turn lanes. The design of the traffic signal and timing for the Weston Drive intersection should also otherwise consider the Buntrock Avenue traffic signal and potential improvements at that intersection.

In consideration of all those elements, staff issued a Request for Proposals (RFP) for the design of the Mequon Road traffic signals at the Weston Drive and Buntrock Avenue intersections, as well as the design of a safe crossing at the OIT. The design would then be comprehensive and consider how all the infrastructure would work together. The documents would then also provide a potential phasing plan, so that the City can determine which improvements would be constructed and in which order.

The contract award for that RFP was approved by the Common Council in April and May, and ultimately the Common Council directed the consultant and staff to pursue a Danish crossing, with a narrowing of the cross section of Mequon Road and other traffic calming devices. The next step was to meet with the Wisconsin Department of Transportation (WisDOT) to determine if the improvements would be permitted.

As the project evolved beyond a design for the Ozaukee Interurban Trail crossing and traffic signals to include a new, narrowed cross section with traffic calming elements, the cost for design and generation of construction plans increased. Coupled with the additional data and analysis required by WisDOT, the level of effort exceeded those identified in the original contract. As a result, the City was in a position to award a second design contract for the revised

project scope. That contract was awarded in November.

Analysis

The original consultant and City staff met with WisDOT in June. From that meeting, WisDOT requested additional data and updated analysis for the proposed traffic signal at Weston Drive. WisDOT indicated that while the future traffic demand after complete build-out of the Foxtown Ventures development met the warrants for the installation of a traffic signal, WisDOT staff expressed concern both with installation of the traffic signal before warrants are met and with the proximity to the Buntrock Avenue traffic signal and railroad crossing. WisDOT requested further analysis under varying scenarios to consider permitting the traffic signal.

WisDOT did provide preliminary and conceptual approval of the Danish Crossing improvements for the Ozaukee Interurban Trail (OIT), as well as crosswalk and signal modifications for the Buntrock Avenue intersection and traffic calming within the corridor.

As a result of that request and further review of the level of effort requested from WisDOT, City staff recognized that the design effort could not be completed for the contract amount previously approved.

City staff worked with the consultant to identify the work that could be completed under the existing contract to allow data gathering and analysis to continue. Given the scale of the change order that would be required for the design, City staff determined that it should issue a revised Request for Proposals (RFP) for the remaining design work. It is anticipated that WisDOT will provide a final determination on what will be permitted for construction under current traffic conditions in December/January.

That second contract award included the following tasks:

1. OIT Danish Crossing improvements as shown on the concept plan.
2. Temporary and permanent signal modification design plans for Mequon Road with Buntrock Road.
3. Signal Design and pavement marking at Mequon Road with Weston Drive. The sidewalk improvements between Weston Drive and the OIT crossing shall also be included in this phase.
4. Road narrowing, right turn lanes, tapers on Mequon Road from Buntrock Road to Cedarburg Road.

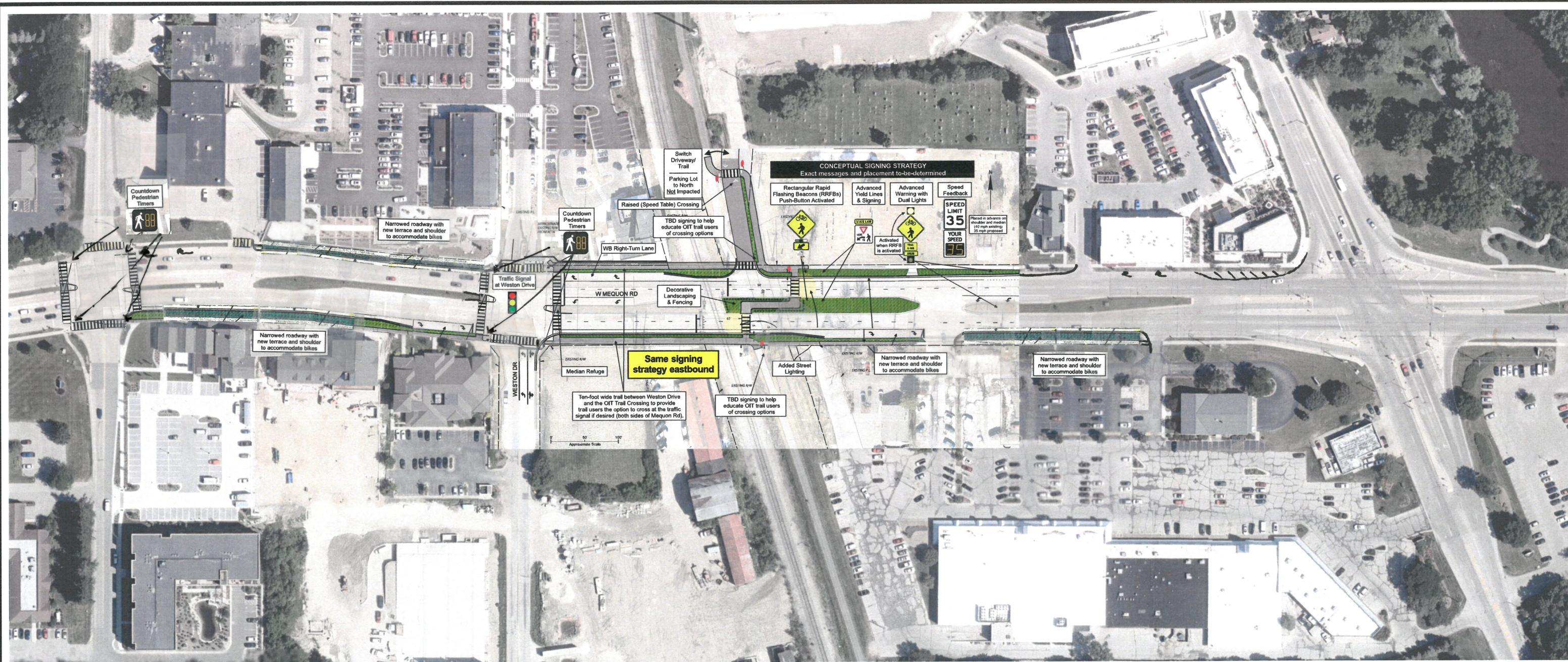
By separating the proposal into phases, the City has the option to move forward with all or a portion of the design work. If WisDOT will not allow the traffic signal at Weston Drive, for example, the City could still move forward with design and permitting for the other improvements. Staff is requesting authorization of all of the tasks, with a provision for staff to execute the contract on a task/phase basis. This allows the design to continue concurrent to the WisDOT submittals, but not authorize tasks until they are otherwise permitted by WisDOT.

Fiscal Impact

All elements proposed in the RFP are TIF eligible expenses, therefore staff proposes the utilization of TIF funding for design and construction. However, those specific fiscal decisions will be determined by the Common Council at a future meeting.

Attachments:

Mequon Road Corridor Concept Plan(PDF)



Attachment: Mequon Road Corridor Concept Plan (5818 : Grade Separation at Mequon Road)

TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission
FROM: Kristen Lundeen, Director of Public Works/City Engineer
DATE: January 14, 2021
SUBJECT: Highland Road Bike/Pedestrian Spur

Background

Chris Doughty and Lori Lorenz provided the attached proposal for a Highland Road Bike/Pedestrian Spur.

Analysis

The submittal requested placement on the agenda for feedback. It is unclear whether the request is for funding, participation, approval, or as a proposed dedication to the City. Staff reviewed the request and note the following:

- In 2009, the City decided to serve this area with bicycle and pedestrian accommodations with a 4' bike lane. This would be a duplicate of infrastructure, while there are other areas that continue to be without bicycle facilities.
- An off-road path was not listed in the 2010 to 2030 Recommendations report and is not included on the prioritized list (see attached).
- Similar to the off-road bike path on Donges Bay Road, the City does not have staffing for snow removal on a dedicated off road path.

Should the parties decide to pursue a project, they should also consider:

- Cost for design
- Cost for property or easement acquisition; it does not appear as though there is sufficient right-of-way in all locations to maintain proper road drainage and construct a 10' wide path with 1' shoulders.
- Utility conflicts; see attached pictures regarding utility poles and infrastructure
- Traffic study and revised cost for the "signal beacon". While it is unclear what exactly is intended, signal beacons are required to meet certain traffic warrants and should be vetted through a policy discussion with the Park and Open Space Board, Public Works Committee and Common Council.
- If intended to be constructed with public funds, the City does not currently have any available funding in a dedicated bicycle/pedestrian facility fund. Therefore, it would have to be submitted as a capital budget request prior to construction.
- If intended to be constructed with private funds, and maintained by a private entity, the proposers should consider constructing on private property.
- If intended to be constructed with private funds and dedicated to the City for operation and maintenance, a Dedication Agreement is required, subject to Common Council approval.

Please also note that based upon previous analysis, a bicycle/pedestrian only bridge over the Milwaukee River was determined to be cost prohibitive. The resolution was to follow the

SEWRPC plan for a vehicular connection that includes bicycle/pedestrian facilities when warranted. In 2015, the Committee removed the project from the prioritized list and placed it in the “low feasibility” category.

Fiscal Impact

The proposal included a cost estimate. As noted, staff recommends that the proposers consider the cost of design, traffic study, utility conflict and property or easement acquisition. Understanding that all of those items may impact the ultimate construction cost, which the proposers acknowledge are subject to change.

Recommendation

Staff recommends that the Commission provide feedback to the proposers. Depending on the intended means and methods of both construction and ultimately ownership, the Commission should also be clear in the process required to achieve approval prior to construction.

Attachments:

Highland Road Bike Spur Project Summary 010621 (PDF)

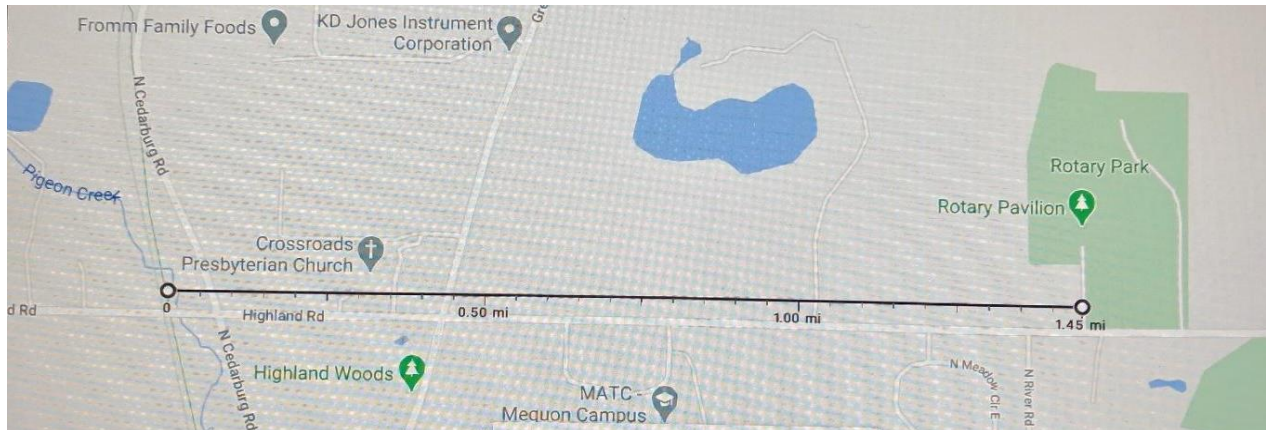
2010-2030 Bike and Pedestrian Way Commission Recommendations (Highland Road) (PDF)

OIT to Rotary Park Map (PDF)

Highland Road Right-of-Way(PDF)

Highland Road Bike/Pedestrian Spur

2021 Project



Mission: To create a safe, off road two directional shared use 10 ft wide paved bike/pedestrian path for approximately 1.5 miles along the north side of Highland Road from Rotary Park going west to the Ozaukee Interurban Trail (OIT) to connect families and children to Rotary Park, the OIT and the Town Center of Mequon/Thiensville.

Cost estimate to construct 1.5 mile path = \$365,000:

1. \$300,000 for 1.5 mile paved 10 foot wide bike / pedestrian path from Ozaukee Interurban Trail on the north side of Highland Road to Rotary Park. (See homeowner land affected on next page)
2. \$15,000 Bike/Pedestrian crosswalk (\$5,000) and signal beacon (\$10,000) at River Road and Highland
3. \$50,000 endowment to cover projected maintenance costs of \$2,525/mile

Ultimate goal: To create a biker and walker friendly city to connect the residents with the City Center. This will eventually include safe bike/pedestrian loops as well as a Bike/Pedestrian bridge across the Milwaukee River at River Road to efficiently connect the North and the South sides of the city for bikers, walkers and runners.

Respectfully submitted,

Chris Doughty

Lori Lorenz

January 6, 2021

City of Mequon Property Owners Affected

SOURCE: <https://www.ascent.co.ozaukee.wi.us/LandRecords/PropertyListing/RealEstateTaxParcel#/Search>

North Side of Highland Road between Rotary Park (4100 W Highland) and OIT (6400 W Highland)

Parcel	Owner(s)	SiteAddress
140121000100 - City of Mequon	CITY OF MEQUON	4100 W HIGHLAND RD
140121000200 - City of Mequon	CITY OF MEQUON CITY PARK	4100 W HIGHLAND RD
140121100200 - City of Mequon	DEVEREUX, SCOTT A, ; FARKAS, ELIZABETH A,	4124 W HIGHLAND RD
140111600500 - City of Mequon	ALEVIZOS, JAMES G	4406 W HIGHLAND RD
140111600300 - City of Mequon	MATHWIG, SCOTT J; MATHWIG, JENNIFER A	4412 W HIGHLAND RD
140111600400 - City of Mequon	CRAIG SMITH LIVING TRUST	4418 W HIGHLAND RD
140110900800 - City of Mequon	KELLNER-KRUG LLC	4508 & 4550 W HIGHLAND RD
140111600100 - City of Mequon	ARPE, WILLIAM R, ; KELLER, TED D,	4508 W HIGHLAND RD
140110900500 - City of Mequon	KELLNER-KRUG LLC; ARPE, WILLIAM R,	4550 W HIGHLAND RD
140111400400 - City of Mequon	MEQUON TRUST	4650 W HIGHLAND RD
140111400300 - City of Mequon	ARPE, WILLIAM R, ; ARPE, MARIANNE ,	4710 W HIGHLAND RD
140111400500 - City of Mequon	ALVIN K KRUG 2012 IRREVOCABLE TRUST	5048 W HIGHLAND RD
140110900300 - City of Mequon	TED D KELLNER REVOCABLE TRUST	5112 W HIGHLAND RD

South Side of Highland Road between Rotary Park (4100 W Highland) and OIT (6400 W Highland)

Parcel	Owner(s)	SiteAddress
140140200000 - City of Mequon	MILWAUKEE AREA VOCATIONAL TECH & ADLT ED DIST	5555 W HIGHLAND RD
140140600300	MILWAUKEE AREA VOCATIONAL TECH & ADLT ED DIST	5555 W HIGHLAND RD
XXXXXXXXXXXX -- City of Mequon	HIGHLAND WOODS	12701 N GREEN BAY RD
VARIOUS	BACKYARDS OF APPROX 6 HOMES ON N MEADOW CIRCLE W	N MEADOW CIRCLE W
140130600400 -- City of Mequon	GENTIAN FINANCIAL	12740 N. RIVER RD

SPECIFIC RECOMMENDATIONS

EAST-WEST ROUTES

Pioneer Road

The heaviest-traveled section of Pioneer Road, from Green Bay Road west to Wauwatosa Road, has an off-road paved trail on the south side and 4' paved shoulders from Wauwatosa Road West to Davis Road.

We recommend a 4' bike lane continuing from Davis Road to Wasaukee Road.

Continuing east from Green Bay Road there is a 4' bike lane to Port Washington Road. This leaves a gap just east of Port Washington Road to the popular Lake Shore Road. We recommend this section be given 4' bike lanes.

Bonniwell Road

No Recommendation. This road carries light traffic.

Highland Road

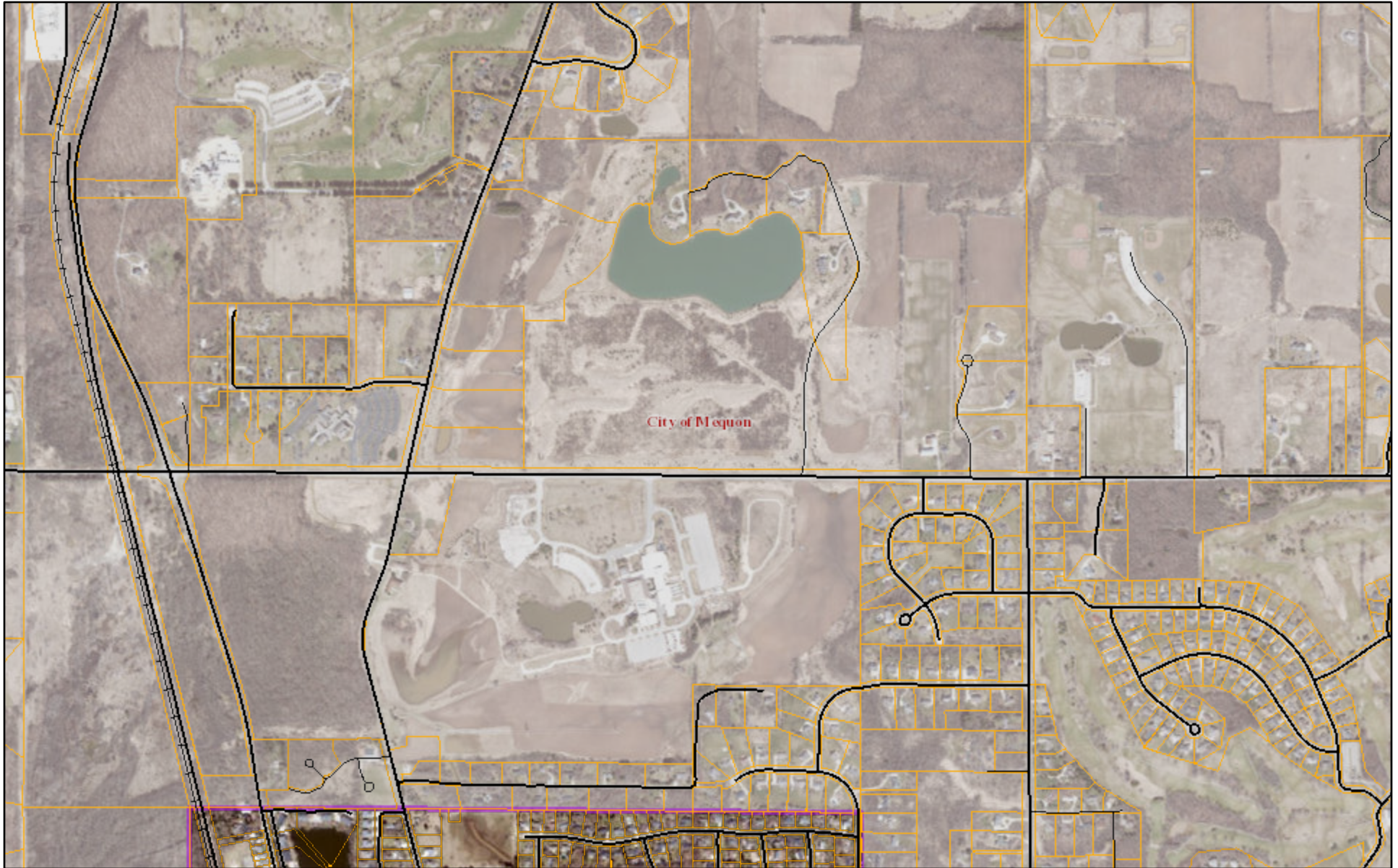
This road from Lake Shore Drive west to the OIT was repaved with a 4' bike lane in 2009. When the remaining stretch from the OIT west to Wasaukee Road is re-paved we recommend 4' bike lanes.

Rotary Park is a popular park for community events. It is well-connected to residents to the south, but not to the north. At least a hiking trail or off-road paved trail should be considered extending the east parking area in Rotary Park north to Laurel Lane where a route to subdivisions near Bonniwell Road would then be complete.

Freistadt Road

In Thiensville, Freistadt Road from River Road west to Green Bay Road is a narrow, busy street. Bike traffic on this stretch is routed south on Riverview Drive. The Commission recommends signage on that route.

OIT to Rotary Park Map

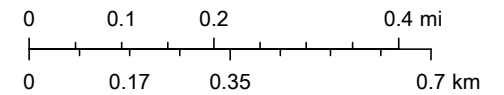


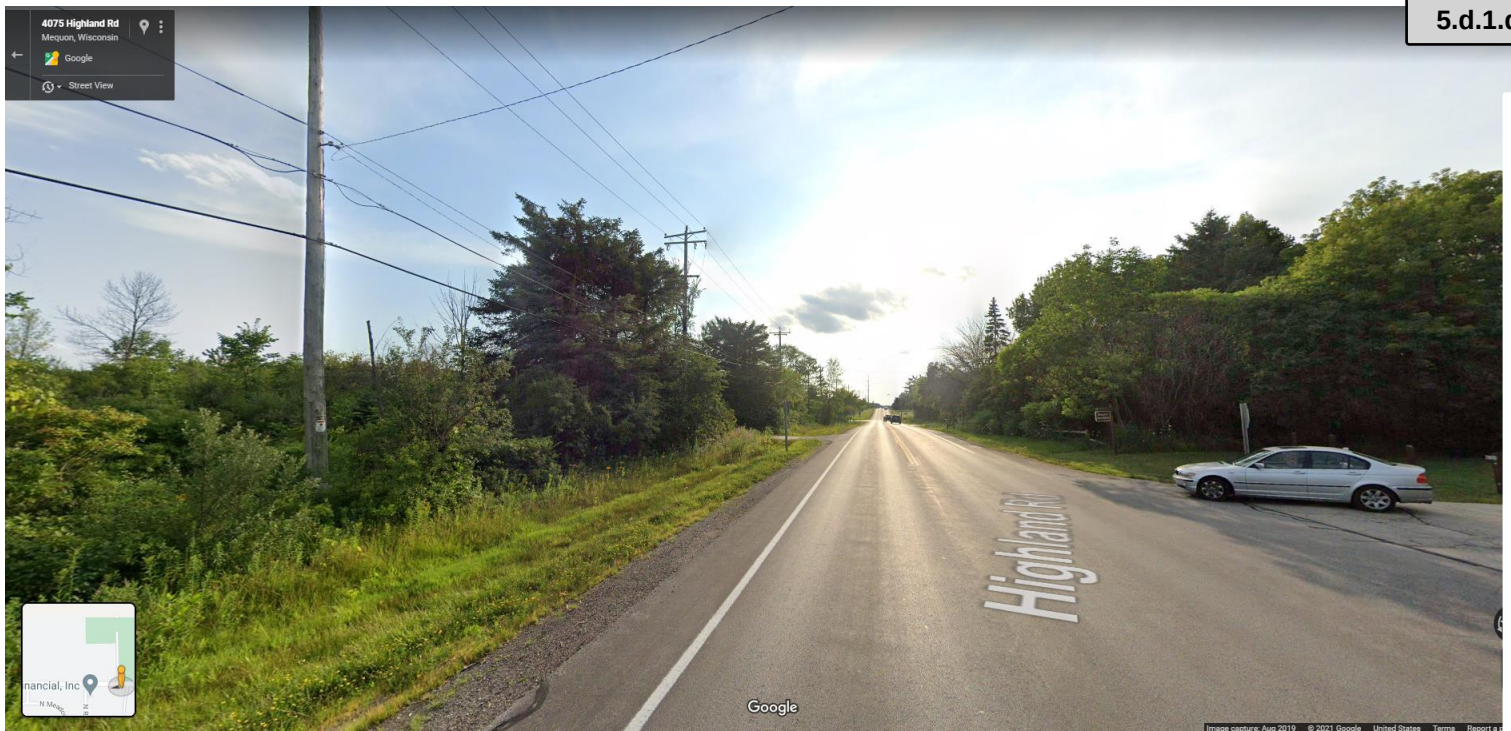
Attachment: OIT to Rotary Park Map (5814 : Highland Road Bike/Pedestrian Spur)

1/7/2021, 7:25:15 AM

Civil Divisions	Town	Road Right-of-Way	Overlap	Local Roads	Highways
City	Parcels	Condominium	Tax Parcel	Private Road	US Highway
Village	Road Reservation	Gap		Town/Public Road	State Highway

1:18,056





Note:

- Proposal does not contemplate connection to the east driveway



Note:

- Design should address the impact to existing landscaping and buffer



Note:

- The right-of-way may not be sufficient to allow a 10' path with two 1' shoulders and maintain existing drainage
- Modifying drainage may impact more than the right-of-way
- Drainage must be included in the design of the off-road path



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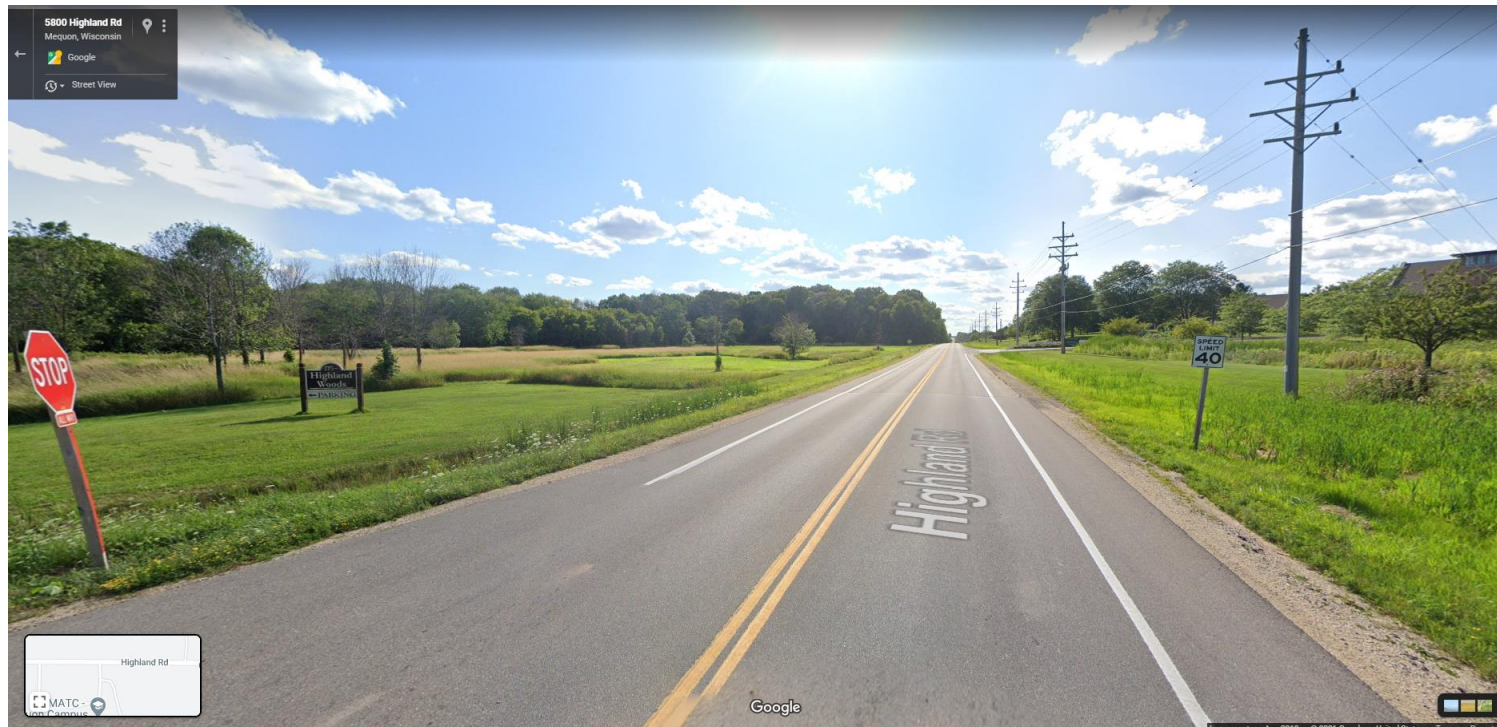
Note:

- Potential for utility conflict at the intersection.
- The design for the proposed crosswalk should consider existing intersection design.
- The right-of-way may not be sufficient to allow a 10' path with two 1' shoulders and maintain existing drainage
- Modifying drainage may impact more than the right-of-way
- Drainage must be included in the design of the off-road path



Note:

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Note:

- Potential for utility conflicts.
- The right-of-way may not be sufficient to allow a 10' path with two 1' shoulders and maintain existing drainage
- Modifying drainage may impact more than the right-of-way
- Drainage must be included in the design of the off-road path