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Public Works Department

Joint Mequon-Thiensville Bike and Pedestrian Way Commission

Thursday, July 13, 2023

9:00 AM

North Conference Room

Amended Agenda

1. Call to Order, Roll Call

2. Approval of Meeting Minutes

Action requested: review and approve

a. May 11, 2023 Minutes

3. Discussion/Action Items

a. Presentation by Jake Newborn of Wisconsin Bike Federation regarding Collaboration of Efforts between Wisconsin Bike Federation and Commission

b. WisDOT TAP Grant - Bikeway Master Plan

c. Master Plan RFP Signage Consideration

d. Motorized Vehicle Prevention on Trails

4. Adjourn

Dated: July 10, 2023

/s/ T. Azinger, 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.



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Public Works Department

Joint Mequon-Thiensville Bike and Pedestrian Way Commission

Thursday, May 11, 2023

9:00 AM

North Conference Room

Minutes

1. Call to Order, Roll Call

Chair Azinger called the meeting to order at 9:07AM

Present:

Commissioner Kenneth Maciolek
Chair T. Azinger
Commissioner Jim Doornek
Commissioner Ron Heinritz
Commissioner Rob Holyoke
Commissioner John Liegeois

Absent:

Commissioner Kristin Wade

Also present were Director of Public Works/City Engineer Lundeen and Assistant City Engineer McCraw.

2. Approval of Meeting Minutes

a. April 13, 2023, Minutes

RESULT: Approved by Voice Acclamation [Unanimous]

MOVED BY: Commissioner Doornek

SECONDED BY: Commissioner Maciolek

AYES: Maciolek, Azinger, Doornek, Heinritz, Holyoke, Liegeois

NOT PRESENT:

Wade

Attachment: 5-11-2023 Mins_ Joint M-T Bike (8593 : May 11, 2023 Minutes)

3. Discussion/Action Items
 - a. Master Plan RFP Signage Consideration

Discussion ensued about the commission being included in the request for proposals suggestions and cost.

The commission suggested additional information to tasks 4A, 5 and 6 for review at the June meeting.

4. Adjourn
 - a. Motion to Adjourn at 10:30 AM

RESULT: **Approved by Voice Acclamation [Unanimous]**

MOVED BY: Holyoke

SECONDED BY: Commissioner Maciolek

AYES: Maciolek, Azinger, Doornek, Heinritz, Holyoke, Liegeois
NOT PRESENT:

Wade

Respectfully Submitted,

Ren Schlereth

Attachment: 5-11-2023 Mins_ Joint M-T Bike (8593 : May 11, 2023 Minutes)



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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: July 13, 2023
SUBJECT: WisDOT TAP Grant - Bikeway Master Plan

Background

In March, staff submitted an application to the Wisconsin Department of Transportation (WisDOT) for grant funding through the Transportation Alternatives Program. The application was submitted for the Joint M-T Bikeway Commission Master Plan update as well as the construction of a 5-foot paved shoulder along Mequon Road from the Union Pacific Railroad to Lake Shore Drive.

Analysis

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) reviewed project applications as the advisory committee for the Milwaukee Urbanized Area. The City of Mequon falls within the Milwaukee Urbanized Area. At the SEWRPC meeting on May 16, 2023, the advisory committee voted and approved to recommend the projects for funding as listed in the attached memo. The Bikeway Commission's Master Plan update was included in the recommended projects.

On June 29, 2023, the City was notified by WisDOT that the TAP grant was awarded. A copy of the award letter is attached.

The Mequon Road paved shoulder project was not recommended for funding, however, was the first project that was unfunded. Staff will consider applying for this project on future opportunities.

Fiscal Impact

The grant funding is awarded on a 20%-80% cost share with WisDOT. The local sponsor is responsible for 20% of the project cost. The recommended federal funding amount was \$56,000. The remaining 20% local share would total \$14,000.

Recommendation

No action on this item is required. The Commission can expect further correspondence from City staff as more information is available. WisDOT will provide the City with notification on next steps.

The Commission may discuss how to proceed with the local share split between communities or if any modifications are needed to the RFP. Recall that the process to hire a consultant must follow a quality-based method rather than cost-based. The RFP will be updated after direction from WisDOT is received to detail the quality-based process.

Attachments:

2023-05-16 SEWRPC TAP Selection (PDF)
TAP Award Letter (PDF)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

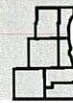
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STAFF MEMORANDUM

TO: Members of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: May 16, 2023

SUBJECT: **SELECTION OF PROJECTS IN THE MILWAUKEE URBANIZED AREA FOR ADDITIONAL YEARS 2023-2026 FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM FUNDING FROM THE BIPARTISAN INFRASTRUCTURE LAW**

Beginning in October 2022, the Wisconsin Department of Transportation (WisDOT) solicited project applications for additional Federal Highway Administration Transportation Alternatives Program – Milwaukee Urbanized Area (TAP-MUA)¹ funding that was made available for Federal Fiscal Years (FFY) ² 2023-2026 from the Bipartisan Infrastructure Law (BIL), enacted in November 2021.

Project sponsors in the Milwaukee urbanized area were requested by WisDOT to submit eligible projects for TAP-MUA funding by March 24, 2023. A total of 13 candidate projects were submitted requesting a total of \$9,106,167 in years 2023-2026 TAP funding (see Table 1). Based on the TAP-MUA programmed in the years 2023-2026 and the estimated annual allocation of TAP-MUA over the four-year period, it is estimated that \$6,430,000 in additional years 2023-2026 TAP-MUA funding from the BIL legislation is available for new projects. Similar to the solicitation for FFY 2022 BIL funding, WisDOT has indicated a desire to implement projects/project phases that can be obligated by the end of September (the end of the

¹ TAP funding is available to eligible transportation enhancement projects, recreational trail projects, safe routes to school projects, and projects involving the construction of roadways within former Interstate System routes or other divided highways. Further information on the eligibility requirements for, and other details on, TAP funding is documented in guidelines developed by the Wisconsin Department of Transportation (WisDOT) for the program, which can be accessed from WisDOT's website: <https://wisconsindot.gov/Documents/doing-bus/local-gov/asince-pgms/aid/tap/tap-guide.pdf>

² Generally, the years covered for a particular funding cycle under WisDOT's Local Program are based on the State Fiscal Year, which starts on July 1st on one year and ends on June 30th of the next. However, for the additional BIL funding, WisDOT is basing the funding on the Federal Fiscal Year (FFY), which begins on October 1st of each year and ends on September 30th of the next. Any year shown throughout this memorandum that is not specifically identified as Federal fiscal year is intended to be based on the State fiscal year.

Table 1
Candidate Projects for Additional FFY 2023-2026 TAP-MUA Funding from the BIL Legislation

Sponsor	Project Description	Local Priority	Project Type	Amount of Federal Funds Requested			
				Planning/ SRTS	Design	Construction	Total
Village of Fox Point	Crosswalk Safety Enhancements at 6 locations along STH 32	1	Pedestrian Improvements			160,773	160,773
City of Milwaukee	Construction of a protected bike lane along Hopkins St and Capitol Dr from 34th St to N Teutonia Ave	1	Bike/Ped		279,460	1,117,840	1,397,300
	Construction of a protected bike lane along Walnut St and Lisbon Ave from N 20th St to N 40th St	2	Bike/Ped		243,478	937,912	1,181,390
	Construction of a protected bike lane along Oklahoma Ave from S 6th St to S Howell Ave and S 6th St from W Manitoba St to W Oklahoma Ave	3	Bike/Ped		165,916	627,664	793,580
	South Powerline Trail Planning Study for Two We Energies Corridors--from the Hale Interchange to the Hank Aaron State Trail (3.9 miles) and from Pondview Park to Lake Michigan (5.0 miles)	4	Plan/Guide	200,000			200,000
City of Mequon	Mequon-Thiensville Bike and Pedestrian Way Commission Planning Study	1	Bike/Ped	56,000			56,000
	Construction of a 5-foot paved shoulders along Mequon Road from the UP RR to Lake Shore Dr	2	Paved Shoulder		324,800	1,413,600	1,738,400
Ozaukee County	Construction of the Ozaukee Interurban Trail along STH 60 from 1st Ave in the Village of Grafton to Washington Ave in the Town of Cedarburg	1	Bike/Ped		99,360	334,719	434,079
Village of Summit	Extension of N Dousman Rd multi-use trail from existing path approximately 1/3 mile south of CTH DR to Genesee Lake Rd, then W on Genesee Lake Rd to the Genesee Lake Road Park	1	Bike/Ped		117,680	458,160	575,840

Table 1 (continued)

Sponsor	Project Description	Local Priority	Project Type	Amount of Federal Funds Requested			
				Planning/ SRTS	Design	Construction	Total
City of Waukesha	Sidewalk extension at various locations to fill gaps--STH 59 at Fox River Parkway, Cambridge Ave at Woodfield Park, Aviation Dr and S Comanche Ln	1	Pedestrian Improvements		27,200	334,400	361,600
City of Wauwatosa	Construction of the Wisconsin Avenue Multi-use Path along the north side of Wisconsin Ave from Honey Creek Parkway to Mayfair Rd and along the east side of Mayfair Rd from Wisconsin Ave to Potter Rd	1	Bike/Ped		215,133	1,564,526	1,779,659
Village of Whitefish Bay	Villagewide Bike and Pedestrian Safety Study	1	Plan/Guide	88,000			88,000
Wisconsin Bike Fed	Milwaukee County SRTS High School Active Transportation Academy	1	SRTS Plan/Program	336,960			336,960
TOTAL				680,960	1,473,027	6,949,594	9,103,581

Federal Fiscal Year) for FFY 2023 BIL funding. Given the limited timeframe, only the preliminary engineering of construction projects, the planning-related projects, and the safe routes to school program may be eligible for the additional 2023 BIL funding. WisDOT has also indicated that there may be an opportunity for more FFY 2023-2026 TAP funding than initially allocated if funding from other parts of the State is underutilized. As such, projects not selected to receive TAP-MUA funding will be prioritized for this potential additional funding.

The Commission—working with local officials through this Advisory Committee—is responsible for prioritizing the 13 candidate projects from the Milwaukee urbanized area and selecting the projects that will receive TAP-MUA funding. Commission staff has worked with the Milwaukee TIP Committee on five previous occasions to prioritize and recommend projects for years 2015-2026 TAP-MUA funding. Tables 2 and 3 show the total amount of years 2015-2026 TAP-MUA funding that was previously recommended by the Milwaukee TIP Committee, organized by project sponsor and type of project, respectively.

PROPOSED MILWAUKEE URBANIZED AREA PROJECT PRIORITIZATION AND SELECTION

The following are Commission staff recommended considerations in the project prioritization and selection process for the Milwaukee urbanized area:

- The submitted projects are collectively requesting significantly more funds than are available: \$9,106,167 requested as compared to \$6,199,405 in available TAP-MUA funding in additional FFY 2023-2026 TAP-MUA funding from the BIL legislation.
- While the projects are very different, they can be broken into two main categories—non-infrastructure projects (municipal-/county-wide plans and safe routes to school programs) and infrastructure projects (on-street bicycle enhancements, paved shoulders, and pedestrian improvements). Non-infrastructure projects and infrastructure projects represent \$680,960 and \$8,425,207 in requested FFY 2023-2026 TAP-MUA funding, respectively.

Therefore, the Commission staff would propose the following process for project prioritization and selection:

- Since non-infrastructure projects can be obligated by the end of the current Federal Fiscal Year, the following four non-infrastructure projects in the current funding cycle would be initially recommended to receive \$680,960 of the available \$6,199,405 in FFY 2023-2026 TAP-MUA funding from the BIL legislation:
 - City of Milwaukee 's proposed South Powerline Trail Planning Study for Two We Energies Corridors—from the Hale Interchange to the Hank Aaron State Trail (3.9 miles) and from Pondview Park to Lake Michigan (5.0 miles) (\$200,000);
 - ➔ ○ City of Mequon's proposed Mequon-Thiensville Bike and Pedestrian Way Commission Planning Study (\$56,000);
 - Village of Whitefish Bay's proposed Villagewide Bike and Pedestrian Safety Study (\$88,000); and
 - Wisconsin Bike Fed's proposed Milwaukee County SRTS High School Active Transportation Academy (\$336,960).

Table 2
Total TAP-MUA Approved for Each Sponsor: Fiscal Years 2015-2026

County	Project Sponsor	Federal Funds Requested	Percent of Total	Number	Percent of Total
Milwaukee	Milwaukee County	9,511,901	42.0	11	28.2
	Village of Bayside	64,000	0.3	1	2.6
	City of Milwaukee	6,468,738	28.5	14	35.9
	Milwaukee Public Schools	1,110,384	4.9	3	7.7
	City of Oak Creek	48,000	0.2	1	2.6
	Village of Shorewood	398,608	1.8	1	2.6
	City of Wauwatosa	874,778	3.9	2	5.1
	Wauwatosa School District	50,676	0.2	1	2.6
	City of West Allis	399,360	1.8	1	2.6
Subtotal		18,926,445	83.5	35	89.7
Ozaukee	Ozaukee County	999,212	4.4	1	2.6
	City of Mequon	988,000	4.4	1	2.6
	City of Port Washington	60,000	0.3	1	2.6
	Subtotal	2,047,212	9.1	3	7.8
Waukesha	Waukesha County	1,696,000	7.5	1	2.6
Total		22,669,657	100.0	39	100.0

Table 3
Total TAP-MUA Funding Approved by Project Type: Fiscal Years 2015-2026

Type	Federal Funds Requested	Percent of Total	Number	Percent of Total
Bike/Ped ^a	2,522,923	11.1	3	7.7
Off-Street Trail	5,884,347	26.0	5	12.8
Bike Share	1,672,746	7.4	4	10.3
Pedestrian Improvements	1,113,400	4.9	3	7.7
Bike Boulevard	638,400	2.8	1	2.6
Replacement ^b	6,455,627	28.5	6	15.4
Plan/Guide	1,219,200	5.4	7	17.9
SRTS-Plan/Program	1,463,460	6.5	6	15.4
SRTS-Infrastructure	595,846	2.6	1	2.6
Other ^c	1,103,708	4.9	3	7.7
Total	22,669,657	100.0	39	100.0

^a Includes on-street bicycle/pedestrian accommodations within the roadway right-of-way—both within and adjacent to the roadway surface.

^b Includes projects involving the reconstruction or replacement of existing bicycle accommodation.

^c Includes other non-traditional bicycle/pedestrian projects, such as a bike facility mapping application, bike parking, and bridge plating projects.

The 10.9 percent of funds initially recommended for the candidate non-infrastructure projects is consistent with the 11.9 percent previously approved for such projects by the Milwaukee TIP Committee.

- For the remaining \$5,749,040 in available FFY 2023-2026 TAP-MUA funding, the nine infrastructure projects (requesting \$8,425,207 in TAP-MUA funding) would be evaluated utilizing a simple scoring procedure that would give priority to projects with the highest level of accommodation, highest level of implementation (new/improvement projects over rehabilitation projects), greatest extent of implementation, and greatest number of pedestrian/bicycle crashes experienced (either along the project itself or on adjacent facilities).

Table 4 provides details of how each of these priorities are applied in the evaluation and scoring of the nine infrastructure projects. Based on language in the BIL legislation requiring the use of a criterion related to need areas, the Commission staff have created a new criterion for the evaluation of TAP projects providing up to one point related to projects serving concentrations of minority populations and low-income populations, as shown on Maps 1 and 2. Table 4 provides a description of how projects would receive an additional point for this criterion.

Table 5 shows the results of the application of the scoring procedures developed for evaluation of the nine infrastructure projects. The infrastructure projects were then ranked based on their project score, as shown on Table 6. In cases where two projects receive the same score, the project with the lower overall cost was prioritized.

Based on the results of the application of the proposed scoring procedure on the nine infrastructure projects, six projects requesting \$5,746,781 in TAP-MUA funding would essentially utilize the remaining \$5,749,040 of available TAP-MUA funding. The following six projects are recommended to receive this TAP-MUA funding:

- City of Milwaukee's proposed construction of a protected bike lane along Hopkins St and Capitol Dr from 34th St to N Teutonia Ave (\$1,397,300);
- City of Milwaukee's proposed construction of a protected bike lane along Walnut St and Lisbon Ave from N 20th St to N 40th St (\$1,181,390);
- City of Milwaukee 's proposed construction of a protected bike lane along Oklahoma Ave from S 6th St to S Howell Ave and S 6th St from W Manitoba St to W Oklahoma Ave (\$793,580);
- Village of Fox Point's proposed crosswalk safety enhancements at 6 locations along STH 32 (\$163,359);
- Ozaukee County's proposed construction of the Ozaukee Interurban Trail along STH 60 from 1st Ave in the Village of Grafton to Washington Ave in the Town of Cedarburg (\$434,079); and
- City of Wauwatosa's proposed construction of the Wisconsin Avenue Multi-use Path along the north side of Wisconsin Ave from Honey Creek Parkway to Mayfair Rd and along the east side of Mayfair Rd from Wisconsin Ave to Potter Rd (\$1,779,659).

Table 4
Scoring Procedures for Infrastructure Projects for Additional Years 2023-2026 TAP-MUA Funding from BIL Legislation

Points Received	Level of Implementation ^a	Extent of Project ^b			Number of Bicycle/Pedestrian Crashes (2018-2022) ^c	Delivery of Benefits ^d	Serving Concentrations of Minority or Low-Income Populations ^e
		Length of Project (mi)	Number of Locations				
4	Off-Street Bicycle/Pedestrian Path	>2.4	>12		>15	New Construction	
3	Arterial Accommodations -Enhanced	1.7-2.4	9-12		11-15	Improvement of Existing Facilities	
2	Arterial Accommodations - Conventional	0.8-1.6	5-8		6-10	Rehabilitation/ Replacement of Existing Facilities	
1	Non-Arterial Connection Accommodations ^f	<0.8	1-4		1-5		Within a concentrated area
0	Other Non-Arterial Accommodations				0		Not within a concentrated area
+1 Point					At least one fatality or serious injury		

^a Points for this criterion are given based on the level of bicycle/pedestrian accommodation proposed to be provided by the candidate project. Under this criterion, projects providing an off-street bicycle path in a separate right-of-way are prioritized over projects within a roadway right-of-way as the former are generally stand-alone projects and are more difficult to implement without additional funding (as opposed to projects within a roadway right-of-way that could be implemented as part of roadway rehabilitation or reconstruction project). With respect to projects along roadways, projects on a higher functional class roadway are prioritized over lower functional class roadways. Additionally, projects that implement enhanced bicycle/pedestrian measures (for example, separated/buffered bike lanes, pedestrian bump-outs/medians, and bicycle/pedestrian signals) are prioritized over projects that implement conventional accommodations.

^b Points for this criterion are given based on the length of the project or the number of locations, with projects providing the longest length or highest number of locations being prioritized.

^c Points for this criterion are given based on the number of crashes involving a bicycle or pedestrian that occurred within the project limits (or on adjacent parallel arterial roadways for off-street projects) in the years 2018 through 2022. Under this criterion, priority is given to the projects with the highest number of such crashes. In addition, if at least one of the crashes that occurred involved a fatality or serious injury, 1 point was given to the project. Details of the pedestrian/bicycle crashes in proximity of the projects are reviewed and crashes that would not have the potential to be impacted by the proposed project are not included.

^d Points for this criterion are given based on whether the project represents construction of a new bicycle/pedestrian infrastructure, an improvement to an existing bicycle/pedestrian infrastructure to improve system operation (including widening of 2 or more feet, rerouting/relocation, and provision of improved safety enhancements), or rehabilitation/replacement of existing bicycle/pedestrian infrastructure (including resurfacing and reconstruction).

^e A point is given for this criterion based on whether a portion of the project is located in a concentration of either minority populations or families in poverty, as shown on Maps 1 and 2 of this memorandum.

^f Includes projects identified on the regional bicycle network as non-arterial connections between planned off-street bicycle/pedestrian paths.

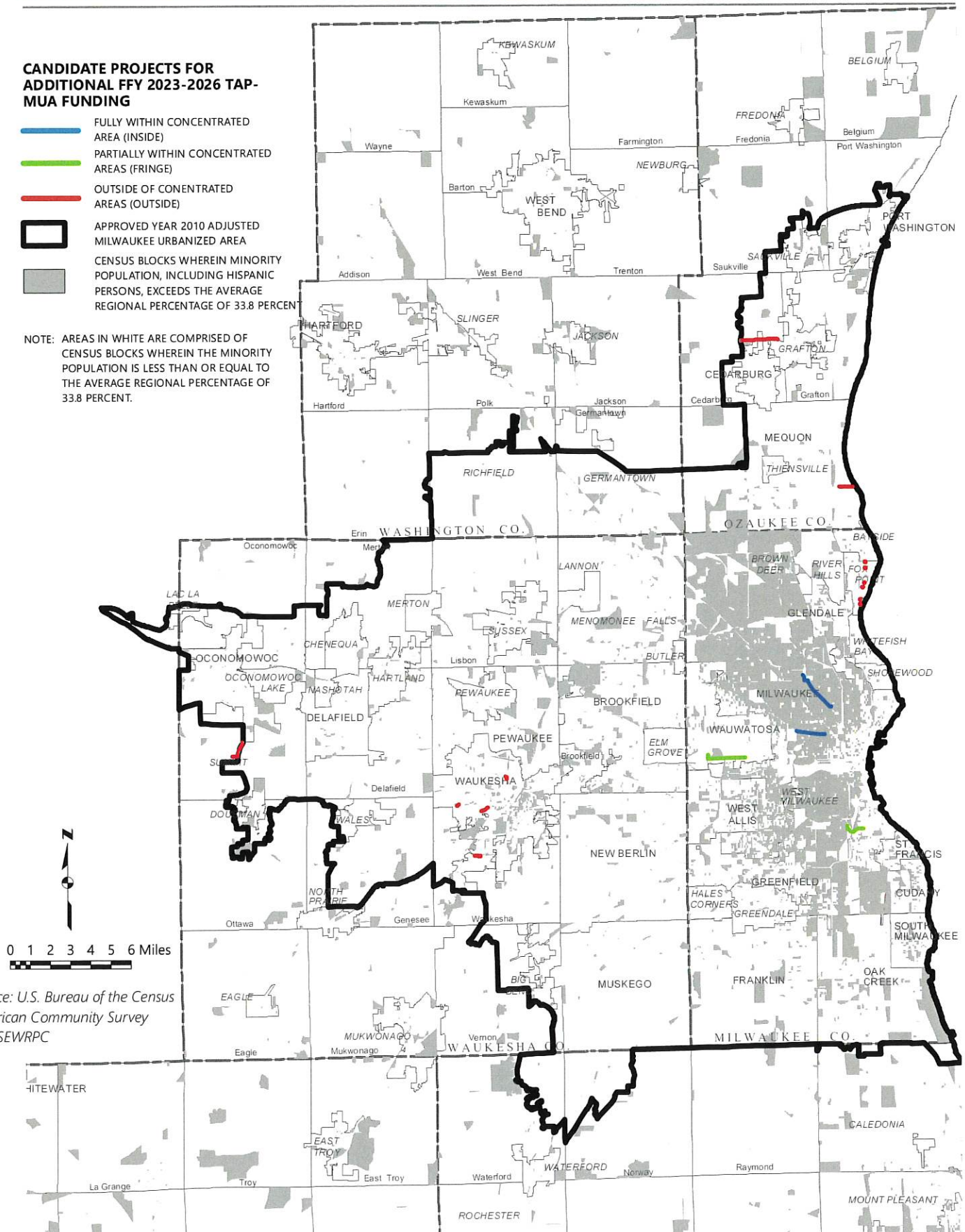
Map 1

Comparison of Candidate Projects for Additional FFY 2023-2026 TAP-MUA Funding to Location of Concentrations of Minority Persons within Southeastern Wisconsin in 2020

CANDIDATE PROJECTS FOR ADDITIONAL FFY 2023-2026 TAP-MUA FUNDING

- FULLY WITHIN CONCENTRATED AREA (INSIDE)
- PARTIALLY WITHIN CONCENTRATED AREAS (FRINGE)
- OUTSIDE OF CONCENTRATED AREAS (OUTSIDE)
- APPROVED YEAR 2010 ADJUSTED MILWAUKEE URBANIZED AREA
- CENSUS BLOCKS WHEREIN MINORITY POPULATION, INCLUDING HISPANIC PERSONS, EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 33.8 PERCENT

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE MINORITY POPULATION IS LESS THAN OR EQUAL TO THE AVERAGE REGIONAL PERCENTAGE OF 33.8 PERCENT.



Source: U.S. Bureau of the Census
American Community Survey
and SEWRPC

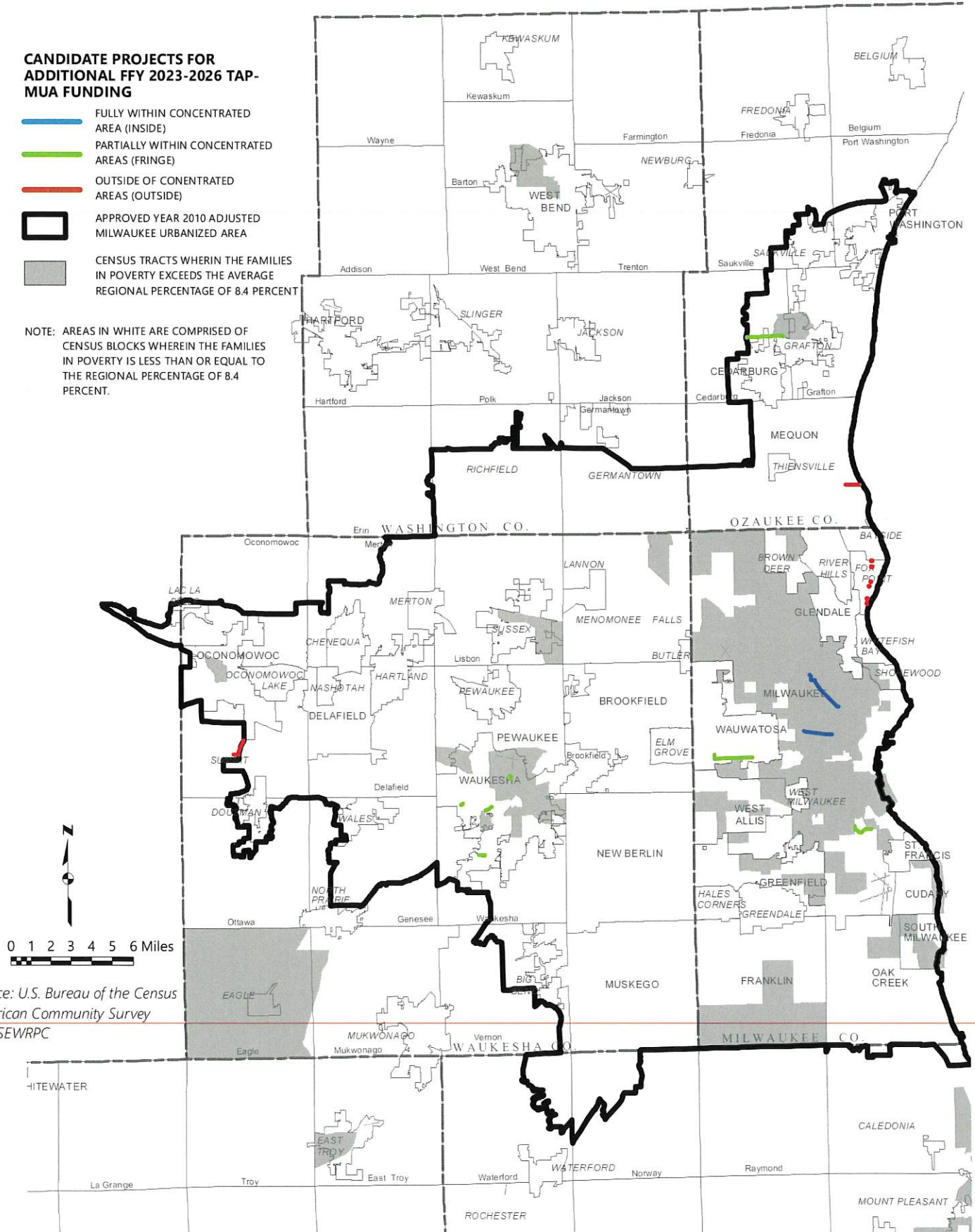
Map 2

Comparison of Candidate Projects for Additional FFY 2023-202 TAP-MUA Funding to Location of Concentrations of Families in Poverty within Southeastern Wisconsin (2016-2020)

CANDIDATE PROJECTS FOR ADDITIONAL FFY 2023-2026 TAP-MUA FUNDING

- FULLY WITHIN CONCENTRATED AREA (INSIDE)
- PARTIALLY WITHIN CONCENTRATED AREAS (FRINGE)
- OUTSIDE OF CONCENTRATED AREAS (OUTSIDE)
- APPROVED YEAR 2010 ADJUSTED MILWAUKEE URBANIZED AREA
- CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 8.4 PERCENT

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE FAMILIES IN POVERTY IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 8.4 PERCENT.



Source: U.S. Bureau of the Census
American Community Survey
and SEWRPC

Table 5

Evaluation of Candidate Infrastructure Projects for Additional FFY 2023-2026 TAP-MUA Funding from the BIL Legislation

Sponsor	Project Description	Level of Implementation		Extent of Project		Bicycle/Pedestrian Crashes		Delivery of Benefits		Serving Concentrations of Minority/Low-Income Populations		Total Points
		Type	Points	Length (mi.) / Locations (#)	Points	Number	Points	Type	Points	Location Type	Points	
Village of Fox Point	Crosswalk Safety Enhancements at 6 locations along STH 32	Arterial Accommodations - Enhanced	3	6	2	0	0	Improvement	3	Outside both Minority/Low-Income	0	8
	Construction of a protected bike lane along Hopkins St and Capitol Dr from 34th St to N Teutonia Ave	Arterial Accommodations - Enhanced	3	2.2 mi.	3	9 Tot (6 Fat./S.I.)	3	New Construction	4	Inside both Minority/Low-Income Concentration	1	14
	Construction of a protected bike lane along Walnut St and Lisbon Ave from N 20th St to N 40th St	Arterial Accommodations - Enhanced	3	1.3 mi.	2	10 Tot (3 Fat./S.I.)	3	New Construction	4	Inside both Minority/Low-Income Concentration	1	13
City of Mequon	Construction of a protected bike lane along Oklahoma Ave from S 6th St to S Howell Ave and S 6th St from W Manitoba St to W Oklahoma Ave	Arterial Accommodations - Enhanced	3	1.0 mi.	2	4 Tot (0 Fat./S.I.)	1	New Construction	4	Fringe for both Minority/Low-Income Concentration	1	11
	Construction of a 5-foot paved shoulder along Mequon Road from the UP RR to Lake Shore Dr	Arterial Accommodations - Enhanced	3	0.8 mi.	2	0	0	Improvement	3	Outside both Minority/Low-Income Concentrations	0	8
Ozaukee County	Construction of the Ozaukee Interurban Trail along STH 60 from 1st Ave in the Village of Grafton to Washington Ave in the Town of Cedarburg	Arterial Accommodations - Enhanced	3	1.6 mi.	2	0	0	New Construction	4	Fringe for Low Income Concentration	1	10

Table 5 (continued)

Sponsor	Project Description	Level of Implementation		Extent of Project		Bicycle/Pedestrian Crashes		Delivery of Benefits		Serving Concentrations of Minority/Low-Income Populations		Total Points
		Type	Points	Length (mi.) / Locations (#)	Points	Number	Points	Type	Points	Location Type	Points	
Village of Summit	Extension of N Dousman Rd multi-use trail from existing path approximately 1/3 mile south of CTH DR to Genesee Lake Rd, then W on Genesee Lake Rd to the Genesee Lake Road Park	Other Non-Arterial Accommodations	0	0.3 mi.	1	0	0	New Construction	4	Outside both Minority/Low-Income Concentrations	0	5
City of Waukesha	Sidewalk extension at various locations to fill gaps--STH 59 at Fox River Parkway, Cambridge Ave at Woodfield Park, Aviation Dr and S Comanche Ln	Arterial Accommodations - Conventional/ Other Non-Arterial Accommodations	0.6	0.9 mi.	2	0	0	New Construction	4	Fringe for Low Income Concentration	1	7.6
City of Wauwatosa	Construction of the Wisconsin Avenue Multi-use Path along the north side of Wisconsin Ave from Honey Creek Parkway to Mayfair Rd and along the east side of Mayfair Rd from Wisconsin Ave to Potter Rd	Arterial Accommodations - Enhanced	3	0.7 mi.	1	2 Tot (0 Fat./S.I.)	1	New Construction	4	Fringe for both Minority/Low Income Concentration	1	10

Note: For the bicycle/pedestrian crashes: Tot. = number of total pedestrian/bicycle crashes, Fat./S.I. = number of fatalities or serious injuries.

Table 6

**Ranking of Candidate Infrastructure Projects for TAP-MUA Funding
Based on Application of the Evaluation Criteria**

Sponsor	Project Title	Local Priority	Total Points	Total Requested Federal Funds	Total Cumulative Requested Federal Funds
City of Milwaukee	Construction of a protected bike lane along Hopkins St and Capitol Dr from 34th St to N Teutonia Ave	1	14	\$1,397,300	\$1,397,300
City of Milwaukee	Construction of a protected bike lane along Walnut St and Lisbon Ave from N 20th St to N 40th St	2	13	\$1,181,390	\$2,578,690
City of Milwaukee	Construction of a protected bike lane along Oklahoma Ave from S 6th St to S Howell Ave and S 6th St from W Manitoba St to W Oklahoma Ave	3	11	\$793,580	\$3,372,270
Ozaukee County	Construction of the Ozaukee Interurban Trail along STH 60 from 1st Ave in the Village of Grafton to Washington Ave in the Town of Cedarburg	1	10	\$434,079	\$3,806,349
City of Wauwatosa	Construction of the Wisconsin Avenue Multi-use Path along the north side of Wisconsin Ave from Honey Creek Parkway to Mayfair Rd and along the east side of Mayfair Rd from Wisconsin Ave to Potter Rd	1	10	\$1,779,659	\$5,586,008
Village of Fox Point	Crosswalk Safety Enhancements at 6 locations along STH 32	1	8	\$160,773	\$5,746,781
City of Mequon	Construction of a 5-foot paved shoulder along Mequon Road from the UP RR to Lake Shore Dr	2	8	\$1,738,400	\$7,485,181
City of Waukesha	Sidewalk extension at various locations to fill gaps--STH 59 at Fox River Parkway, Cambridge Ave at Woodfield Park, Aviation Dr and S Comanche Ln	1	7.6	\$361,600	\$7,846,781
Village of Summit	Extension of N Dousman Rd multi-use trail from existing path approximately 1/3 mile south of CTH DR to Genesee Lake Rd, then W on Genesee Lake Rd to the Genesee Lake Road Park	1	5	\$575,840	\$8,422,621

Note: The red line represents the cut-off line for funding based on the available \$5,749,040 in TAP-MUA for the infrastructure projects.

Based on the proposed process for evaluating and prioritizing the candidate projects for TAP funding, 10 projects are initially recommended for \$6,427,434, as shown on Table 7, which includes \$1,686,893 in non-infrastructure projects and preliminary engineering costs that have the potential to be obligated in FFY 2023.

As previously indicated, WisDOT has indicated that there is the potential that there may be additional funds available in FFY 2023-2026 beyond the funding allocated to the Milwaukee urbanized area. In addition, there may be projects approved for TAP-MUA funding that are delayed or deferred. As such, there may be an opportunity that additional FFY 2023-2026 TAP funding would be available to projects in the Milwaukee urbanized area. The Commission staff would propose the following prioritization of remaining projects in the Milwaukee urbanized area should such funding become available:

- 1st Priority – City of Mequon's proposed construction of a 5-foot paved shoulders along Mequon Road from the UP RR to Lake Shore Dr (\$1,738,400)
- 2nd Priority – City of Waukesha's proposed sidewalk extension at various locations to fill gaps-- STH 59 at Fox River Parkway, Cambridge Ave at Woodfield Park, Aviation Dr and S Comanche Ln (\$361,600)
- 3rd Priority – Village of Summit's proposed extension of N Dousman Rd Multi-use trail from existing path approximately 1/3 mile south of CTH DR to Genesee Lake Rd, then west on Genesee Lake Rd to the Genesee Lake Road Park (\$575,840)

Should additional funding become available, Commission staff would work with WisDOT staff and the prioritized sponsors to utilize the funding. The Commission staff would seek approval for the use of such funds by the Milwaukee TIP Committee through the TIP amendment process.

* * *

BRM/CTH/RWH/rwh
00267967.DOCX
5/16/23

Table 7
Recommended Projects for Additional FFY 2023-2026 TAP-MUA Funding from the BIL Legislation

Sponsor	Project Title	Local Priority	Project Type	Amount of Federal Funds Recommended		
				Non-Infrastructure/ Preliminary Engineering	Construction	Total
Village of Fox Point	Crosswalk Safety Enhancements at 6 locations along STH 32	1	Pedestrian Improvements		160,773	160,773
City of Milwaukee	Construction of a protected bike lane along Hopkins St and Capitol Dr from 34th St to N Teutonia Ave	1	Bike/Ped	279,460	1,117,840	1,397,300
City of Milwaukee	Construction of a protected bike lane along Walnut St and Lisbon Ave from N 20th St to N 40th St	2	Bike/Ped	243,478	937,912	1,181,390
City of Milwaukee	Construction of a protected bike lane along Oklahoma Ave from S 6th St to S Howell Ave and S 6th St from W Manitoba St to W Oklahoma Ave	3	Bike/Ped	165,916	627,664	793,580
City of Milwaukee	South Powerline Trail Planning Study for Two We Energies Corridors--from the Hale Interchange to the Hank Aaron State Trail (3.9 miles) and from Pondview Park to Lake Michigan (5.0 miles)	4	Plan/Guide	200,000	- -	200,000
City of Mequon	Mequon-Thiensville Bike and Pedestrian Way Commission Planning Study	1	Plan/Guide	56,000	- -	56,000
Ozaukee County	Construction of the Ozaukee Interurban Trail along STH 60 from 1st Ave in the Village of Grafton to Washington Ave in the Town of Cedarburg	1	Bike/Ped	99,360	334,719	434,079
City of Wauwatosa	Construction of the Wisconsin Avenue Multi-use Path along the north side of Wisconsin Ave from Honey Creek Parkway to Mayfair Rd and along the east side of Mayfair Rd from Wisconsin Ave to Potter Rd	1	Bike/Ped	215,133	1,564,526	1,779,659
Village of Whitefish Bay	Villagewide Bike and Pedestrian Safety Study	1	Plan/Guide	88,000	- -	88,000
Wisconsin Bike Fed	Milwaukee County SRTS High School Active Transportation Academy	1	SRTS Plan/Program	336,960	- -	336,960
TOTAL				1,684,307	4,743,434	6,427,741



Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-1114
FAX: (608) 266-9912
Email: sec.exec@dot.wi.gov

June 16, 2023

Cole McCraw, Assistant City Engineer
City of Mequon
11333 N Cedarburg Road
Mequon, WI 53092
Cmccraw@ci.mequon.wi.us

Dear Mr. McCraw,

Congratulations! The Wisconsin Department of Transportation (WisDOT) has approved the following Transportation Alternative Program (TAP) project(s):

Project Title:	Federal Award Limit:
Mequon-Thiensville Bike and Pedestrian Way Planning Study	\$64,000.00

Section 85.021 of the Wisconsin Statutes requires TAP projects to commence within four years of the project award date. Please note that the date of this letter constitutes the project award date and as such begins the four-year commencement deadline. A representative from the Wisconsin Department of Transportation region office will follow up with you regarding project execution.

It is important that you not incur any project costs until receipt of notification from WisDOT that your project is authorized to receive federal funding.

In the interim, if you have any questions, please contact the WisDOT Statewide TAP Manager, Travis Houle, at 608-266-9656 or travis.houle@dot.wi.gov.

Thank you for participating in the WisDOT Transportation Alternatives Program. We look forward to collaborating with your community to make this project successful.

Sincerely,

June 22, 2023

Craig Thompson
WisDOT Secretary

Date

Additional Notification Recipients:
Andrew Nerbun

mayor@ci.mequon.wi.us



11333 N. Cedarburg Road
Mequon, WI 53092-1930
Phone: 262-242-3100
Fax: 262-242-9655

www.ci.mequon.wi.us

Office of Engineering

TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission
FROM: Cole McCraw, Assistant City Engineer
DATE: July 13, 2023
SUBJECT: Master Plan RFP Signage Consideration

Background

At the April Joint M-T Bikeway Commission meeting, the Commission spoke about signage around the City and potential wayfinding opportunities. The lack of a detailed map of bike and pedestrian routes around the City was discussed as well.

At the May Joint M-T Bikeway Commission meeting, the Commission discussed adding this language to the RFP.

The Bikeway Commission is planning to contract with a consultant for an update to the 20-year master plan. The Commission released a request for proposals (RFP) for an updated master plan and received a proposal for consideration. The Commission elected to submit an application for a TAP grant through WisDOT to see if grant funding could be obtained.

Analysis

To address the desire to implement additional signage, the Commission discussed adding language to the RFP scope to evaluate the need for additional signage. Draft language is shown in the attached document highlighted in yellow.

The consultant could bring expertise on acceptable and effective ways to implement signage. For example, the last proposal provided an example from a master plan performed for Superior, Wisconsin. One of the goals indicated was “create a citywide wayfinding signage system to direct people to key destinations, trails, and comfortable on-street bike routes.” The report includes signage recommendations for streets that modifications are suggested.

Fiscal Impact

This item is for discussion only and carries no fiscal impact, though adding additional scope items will carry a cost impact for performing the planning study.

Recommendation

The Commission should discuss and consider the language added to the RFP draft that includes evaluation of existing signage and wayfinding and requests that the consultant propose additional wayfinding signage consistent with current regulations and standards. The changes can be made to the document during the meeting if technology allows.

Attachments:

2010-2030 Recommendations Update RPF DRAFT (7.13.23) (PDF)



**REQUEST FOR PROPOSAL
JOINT MEQUON-THIENSVILLE BIKE & PEDESTRIAN WAY COMMISSION**

JOINT MEQUON-THIENSVILLE BIKE & PEDESTRIAN WAY COMMISSION MASTER PLAN

The Joint Mequon-Thiensville Bike & Pedestrian Way Commission is seeking proposals from a select group of qualified consultants for the preparation of an update to 2010 to 2030 Recommendations.

Scope of Services:

Section 2, Division 11 of the City of Mequon Code of Ordinances governs the Joint Mequon-Thiensville Bike and Pedestrian Way Commission. The purpose of the commission is to advise the City of Mequon Common Council and the Village of Thiensville Village Board regarding the creation of, revisions to and implementation of a city and/or village-wide master plan for bike and pedestrian ways and trails accessible to bicyclists, pedestrians and participants in other silent sports.

In 2014, the City of Mequon and Village of Thiensville approved the 2010-2030 Recommendations document. Since 2014, the City of Mequon and Village of Thiensville have evolved, the demographics and population have changed, as have the needs of the pedestrians and bicyclists. The plan requires review for the existing needs of the various users, a projection of the needs for the future users, and identification of the projects associated with both.

The scope of the master plan exceeds the constraints of the volunteer commission. At a minimum, planning services should include the following items: review, update, revise, and bring new ideas for consideration of innovative new trends. The consultant should feel free to expand items as necessary in preparing the proposal. The scope generally follows the WisDOT *Wisconsin Bicycle Planning Guidance* document.

The Commission is a joint commission containing commissioners from both the City of Mequon and the Village of Thiensville (the Owner(s)). The proposal will be separated into two “project areas” since approvals for award are performed separately. Tasks will potentially be awarded for either the City of Mequon, the Village of Thiensville, or both.

Task 1 – Inventory Roadway Characteristics, Bike and Pedestrian way Conditions, Bicycle Use, and Crashes

The City of Mequon and Village of Thiensville inventory of bicycle and pedestrian infrastructure is incomplete and outdated. As a part of this task, the existing sidewalk, on road bicycle accommodations, off road paths and trails shall be documented for inclusion in GIS format (ESRI compatible). The attribute tables associated with each data set shall be defined by the Owner and populated by the consultant. The inventory shall include both publicly owned infrastructure and private infrastructure with public access and private infrastructure.

Where appropriate, complete facility use surveys identifying the number of users utilizing the existing infrastructure. Request reports for the previous 5 years regarding bicycle or pedestrian crashes or

incidents from the Police Departments. Use this information in Task 2 and to make recommendations in Tasks 3 to 9.

Task 2 – Community Assessment

Complete a review of the inventory and identify both existing needs and project future needs based upon development and population growth. At a minimum, the task should include:

- Review existing legislation and documents governing requirements for pedestrian and bicycle users. Examples include but are not limited to: City of Mequon or Thiensville Code of Ordinances, Zoning Code, Zoning and Land Use Plan, Park and Open Space Plan and previous studies including the 2010-2030 Recommendations document.
- Include the results of previous surveys, which will be provided by the City or Village.
- Identification of safety concerns or issues within the existing inventory.
- Identification of industry standards that are not met by the existing legislation and documents.
- Identification of locations for interconnectivity or extension.
- Identification of redundancy where facilities should be eliminated.
- Identification of underutilized facilities and make recommendations for their life cycle.
- Classification of users to include E-bikes, rental bikes and electric scooters
- Identify any regulatory barriers in ordinances and City of Mequon Standard Specifications for Land Development to support of bicycle and pedestrian facilities.

Task 3 – Assist the Commission in Updating the Vision, Goals, Objectives, and Policies

Efforts to update the existing plan include, but are not limited to the following:

- Attend a kickoff meeting at the 1/12/2023 Joint Mequon-Thiensville Bike & Pedestrian Way Commission meeting.
- Compile feedback regarding the existing plan from the Joint Mequon-Thiensville Bike & Pedestrian Way Commission and City Staff to utilize for the updated document and to serve as the Citizen Committee Public Input.
- Utilize user group surveys previously conducted by the Joint Mequon-Thiensville Bike & Pedestrian Way Commission to serve as the Informal Public Input.
- Provide standardized survey questions for an online resident survey platform to serve as the Needs Assessment Survey Public Input. Survey questions shall be provided first in draft form to be approved by the Joint Mequon-Thiensville Bike & Pedestrian Way Commission and ultimately established in an online resident survey platform (i.e. SurveyMonkey) which includes analysis capabilities. Include question(s) on survey for identifying locations where facilities may have unsafe facilities but do not necessarily have a crash history.
- Work with the Joint Mequon-Thiensville Bike & Pedestrian Way Commission and Owner(s) to either update the existing plan or generate new goals and objectives which are specific, measurable, achievable, results-focused, and time-bound.
- Update the existing document, dated January 2014, or create a new document in conformance with the Wisconsin Bicycle Planning Guidance document published by the Wisconsin Department of Transportation.
- In the document update, streamline the format of the document to eliminate duplicity, consolidate information, and provide an easy to read, user-friendly plan.
- Present a draft document in a Public Meeting and subsequently to the Joint Mequon-Thiensville Bike & Pedestrian Way Commission to serve as the Public Meetings and Workshop Public Input.
- Attend Commission meetings as outlined and/or proposed. The Joint Mequon-Thiensville Bike & Pedestrian Way Commission typically meets on the second Thursday of each month.
- Please note that Task 3 will only need to be completed once if the project area contains both the City of Mequon and the Village of Thiensville.

Task 4A – Identify Bicycle Travel Corridors

- Indicate potential high-use travel corridors in the project area considering trip-generating areas
- Plot major trip generating centers such as schools, parks, commercial areas, and major employers
- Connect major trip generating centers with anticipated high use residential areas to indicate travel corridors
- Consider/evaluate connection with the Ozaukee Interurban Trail.
- Incorporate survey information in developing potential high-use travel corridors.
- Identify existing bicycle and pedestrian signage.

Task 4B – Bicycle and Pedestrian Volume Counts

- Collect bicycle and pedestrian volumetric data to determine volume at useful locations within the study area. The consultant may propose as few or as many locations as they feel are useful to the study. The Ozaukee Interurban Trail should not be counted.
- Incorporate data into developing travel corridors in Task 4A.

Task 5 – Evaluate and Select Specific Route Alternatives and Design Treatments

- Plan bicycle route system through identifying route alternatives and considering and selecting appropriate facility types.
- Identify arterial and collector streets unsuitable for bicycle travel, but that could be improved with additional bicycle and pedestrian facilities with relatively low constraints or ease of implementation. For example, sufficient right-of-way, reduction of tree removal, and low drainage work are considered more advantageous for bicycle and pedestrian facility retrofit locations.
- Identify where wayfinding signage is recommended for bicycle and pedestrian facilities. Recommend a signage type such as posted signs or pavement marking, if appropriate.
- Planning efforts should cover a 20-year period.

Task 6 – Prepare a Safety Component

- Evaluate historical bicycle and pedestrian crashes or incidents. The evaluation should indicate inadequacies in existing design elements and suggest planning and design changes to the locations where incidents are prevalent.
- Consider locations that may have unsafe facilities but do not necessarily have a crash history.
- Suggest opportunities for community education and enforcement improvements. Identify any regulatory barriers that prevent effective enforcement.
- Specifically indicate how and who should implement safety improvement strategies.
- Indicate where regulatory signage is recommended for bicycle and pedestrian facilities. Recommend a type of regulatory signage appropriate for each recommended location.

Task 7 – Evaluate the Finished Plan Against Pre-established Planning Criteria and Goals and Objectives

- Prepare an evaluation of the finished plan containing all recommendations and review the plan against the planning criteria and goals and objectives as indicated in previous tasks.
- Create a prioritized list of recommended capital projects. This could include phasing of projects. The recommendations should cover 20 years.

Task 8 – Operation and Maintenance Cost/Benefit Analysis

- Prepare an estimated implementation cost for each recommendation.

- Prepare an estimated operation and maintenance cost for each recommendation.
- Prepare an estimated life cycle cost for each recommendation.
- Recommend potential funding programs from agencies that could apply to implementation of recommended projects.
- Recommend any alternative funding options for capital improvement projects.

Task 9 – Impact Fee Evaluation

- Municipalities may charge impact fees per Wis. Stat. § 66.0617. If awarded, Task 9 would include an impact fee evaluation to determine if an impact fee applies based upon the study results and if so, the calculation of an appropriate impact fee for the City. The review should recommend a value for the fee.
- This task is only applicable to the City of Mequon.

Final Deliverables

- A final deliverable or planning report that documents the results of each task (as outlined in the Scope of Services), and should include high-resolution graphics, images, and maps to illustrate the recommendations and proposed network. The plan should be formatted with applicable subsections, easily searchable, with a logical organization framework. The final plan should be inviting and easy to read by all project stakeholders ranging from policy makers to members of the public. Maps should not be visually cluttered.
- GIS data (ESRI compatible) to coincide with final maps of existing and planned routes and facilities.
- The cost of the final deliverable shall be incidental to the tasks listed.
- Final delivery shall include six (6) bound hard copies, as well as a .pdf version and a compressed file, if required, for posting to the City's website.

Proposal Format

Consultants' proposals should include a brief resume of the firms' qualifications and a copy of a recently completed report in similar format. Proposals shall include an introduction to the project team and qualifications, plan approach, similar projects, proposed schedule, and cost. The cost for each task shall be broken down as provided in the attached format. Costs should be added in lump sum format by task with no reimbursable items.

Owner Reservation

The Owner reserves the right to reject any and all proposals and any or all of the Tasks. The Owner reserves the right to negotiate the terms of the contract, including the award amount and schedule, with the selected Proposer prior to entering into a contract. If contract negotiations cannot be concluded successfully with the preferred proposer, the Owner may negotiate a contract with the next preferred Proposer. The proposal request does not commit the Owner to make an award or to pay any costs incurred in the preparation of the proposal. The proposals will become part of the Owner's files and are subject to open record laws.

Clarifications and Revisions

Proposer must examine the RFP documents carefully and before submitting a proposal may request from the City contact person(s) additional information or clarification by 12:00 P.M. CT on 11/7/2022. A Proposer's failure to request additional information or clarification shall preclude the Proposer from subsequently claiming any ambiguity, inconsistency, or error. The City will issue responses to inquiries and any other corrections or amendments it deems necessary in written addendum prior to the Proposal due date. Proposers should rely only on the representations, statements or explanations that are contained

in this RFP and the written addendum to this RFP. Where there appears to be a conflict between the RFP and any addendum issued, the last addendum issued will prevail.

If questions and comments warrant, the City will hold a placeholder preproposal meeting at 10:30 A.M CT on 11/10/2022.

It is the Proposer's responsibility to assure receipt of all addenda. The City will post any addenda and clarifications online at www.ci.mequon.wi.us under Bids and RFPs. Upon posting, such addenda shall become part of the RFP and binding on Proposer(s). All addenda and clarifications will be posted no later than 11/14/2022.

Proposal Submittal

Consultants must submit their proposals to the City of Mequon Engineering Department by **3:30 P.M. CT on 11/21/2022**. Please provide 8 proposal hard copies and one example report. An electronic version of the proposal and report shall be emailed to engineering@ci.mequon.wi.us. Consultant selection will be based on quality of proposal, qualifications of the design team, proposed schedule, and fee to complete the work. The Owner will interview select consultants as part of the review process. All proposals must remain firm and may not be withdrawn for a period of ninety (90) days after the submittal deadline.

Consultant Interviews

Consultant interviews will be scheduled for 12/13/2022. Please note that not all consultants may be requested to complete an interview. City Staff will contact consultants on 12/8/2022 with their scheduled time slot.

Project Schedule

The schedule shall adhere to the following:

	RFP issued
	Deadline for RFP questions and clarifications
	Pre-Proposal Meeting
	Proposals due to City Staff
	Proposals provided to review team for scoring
	Review Team Proposal Scoring Complete, due to Cole McCraw by 12:00 pm/PM – Schedule Interviews
	Consultant Interviews
	Final Consultant Selection at Commission Meeting
	Commission Recommendation for Contract Award
	Contract Award consideration at Mequon Common Council
	Contract Award consideration at Thiensville Village Board
	Mequon Notice of Award
	Project Kick-off Meeting/Commission Meeting
To be proposed	Issuance of Draft Plan
To be proposed	Commission Review of Draft Plan
To be proposed	Issuance of Final Plan
Fall 2023 unless otherwise proposed	Commission Approval of Final Plan
Council Meeting following Commission Approval	Common Council / Public Works (City of Mequon) Approval of Final Plan
TBD	Village Approval of Final Plan

Thank you for your interest in this project, and feel free to call 262-236-2957 to discuss the scope of work.

Sincerely,



Cole McCraw
Assistant City Engineer

[see cost tabulation on following page]

COST TABULATION			
Task	Description	City of Mequon Cost (Lump Sum)	Village of Thiensville Cost (Lump Sum)
Task 1	Inventory Roadway Characteristics, Bike and Pedestrian way Conditions, Bicycle Use, and Crashes		
Task 2	Community Assessment		
Task 3	Assist the Commission in Updating the Vision, Goals, Objectives, and Policies		
Task 4A	Identify Bicycle Travel Corridors		
Task 4B	Bicycle and Pedestrian Volume Counts		
Task 5	Evaluate and Select Specific Route Alternatives and Design Treatments		
Task 6	Prepare a Safety Component		
Task 7	Evaluate the Finished Plan Against Pre-established Planning Criteria and Goals and Objectives		
Task 8	Operation and Maintenance Cost/Benefit Analysis		
Task 9	Impact Fee Evaluation		N/A
PROJECT TOTALS*			

*The Owners reserve the right to award any number of the above tasks.

References

Wisconsin Department of Transportation. (June 2003). *Wisconsin Bicycle Planning Guidance*. Retrieved from <https://wisconsindot.gov/Documents/projects/multimodal/bike/guidance.pdf>



11333 N. Cedarburg Road
Mequon, WI 53092-1930
Phone: 262-242-3100
Fax: 262-242-9655

www.ci.mequon.wi.us

Office of Engineering

TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission
FROM: Cole McCraw, Assistant City Engineer
DATE: July 13, 2023
SUBJECT: Motorized Vehicle Prevention on Trails

Background

Several bicycle and pedestrian trails in the City connect directly to City or private streets. Trail entrances from the street are sometimes secured from vehicular traffic with signage or physical barriers, such as bollards. Where unauthorized motor vehicle access is an issue, physical barriers are often used.

As an example, City staff was recently contacted by a bicyclist concerned about boulders blocking the entrance to the trail between Stratford Place and Hidden Creek Court (email attached). The boulders were intended to be moveable barriers to vehicles who frequently utilized the path, as referenced in the attached correspondence.

This item is intended to be a general discussion regarding effective transitions between roads utilized by vehicles, and reducing or eliminating the temptation for the vehicles to also utilize spaces intended solely for bicycles and pedestrians.

Please note that not all location are under municipal control, therefore either establishing a standard requirement or specification could be considered that would apply both to municipally controlled and privately maintained infrastructure.

Analysis

The City does not have a standard for trail/street intersections to limit unauthorized motor vehicle access. The Commission may discuss any suggestions or recommendations for these locations.

It is also important to consider that some trails are used by authorized vehicles, such as a City truck for maintenance personnel. In locations where authorized vehicles require access, some physical barriers may not be feasible.

The Federal Highway Administration has some guidelines on their website for trail/street intersections, found here under section 10.6:

https://safety.fhwa.dot.gov/ped_bike/univcourse/swless10.cfm.

Fiscal Impact

This item is for discussion only and carries no financial impact.

Recommendation

No action on this item is required. The Commission may discuss general recommendations for securing access to trails that do not allow motorized vehicles.

Attachments:

Bikeway2 (PDF)

Bikeway3 (PDF)

Kristen Lundeen

From: Mike <ilovebonds@yahoo.com>
Sent: Thursday, June 1, 2023 10:21 AM
To: Kristen Lundeen
Cc: Brian Parrish; Cole McCraw
Subject: Re: Dangerous Obstruction on Bike Path

Kristen,

Thank you for the additional detail. It is reassuring to know that the City did not drop a boulder in the middle of the path. In the interests of protecting the health and welfare of the City's residents it might be appropriate to have a road crew move the boulder to its proper location as soon as practical vs waiting for the Bike and Pedestrian Way Commission meeting.

Best regards for an enjoyable summer - Mike

On Wednesday, May 31, 2023 at 03:27:29 PM CDT, Kristen Lundeen <klundeen@ci.mequon.wi.us> wrote:

Good afternoon,

We have photo documentation of the two boulders at the edge of the trail nearest to Stratford Place dating back to 2015, when the alderman/residents requested they be placed to discourage vehicles. They are not annual pictures, so if third parties moved the boulders, I cannot confirm when that took place.

The Section Foreman indicated that the third boulder is typically in the ditch adjacent to the path, as when the original two boulders were placed, vehicles drove around the boulders to access the path. Based upon your email, the Section Foreman confirmed that is the third boulder that someone (not City Staff) relocated from the ditch to the path.

Unfortunately I could not identify in the Development Agreements for either subdivision who owns/operates/maintains which portion of the path.

I also did not identify any ordinances that address obstructions on pathways outside of the OIT.

As noted, this will be on the agenda for discussion at the Joint Mequon-Thiensville Bike and Pedestrian Way Commission meeting.

Thank you,

Kristen

Attachment: Bikeway2 (8595 : Motorized Vehicle Prevention on Trails)

Kristen Lundeen

Director of Public Works/City Engineer

City of Mequon

11333 N. Cedarburg Rd. | Mequon, WI 53092

262-236-2938 | klundeen@ci.mequon.wi.us

From: Mike <ilovebonds@yahoo.com>
Sent: Wednesday, May 31, 2023 2:19 PM
To: Kristen Lundeen <KLundeen@ci.mequon.wi.us>
Cc: Brian Parrish <BParrish@ci.mequon.wi.us>; Cole McCraw <cmccraw@ci.mequon.wi.us>
Subject: Re: Dangerous Obstruction on Bike Path

Kristen,

I have taken this trail countless times over the years and I can assure you that the large boulder in the middle of the trail is new this spring, as are the two new boulders that were added since my note to Mr. Jones last week. Presumably, the City or a third party placed the boulders this spring.

You note that the Hidden River Condo Association owns a portion of the trail. I would presume that the portion that the Association owns is closest to the Association property and not the portion adjacent to Stratford Place (which is where the boulders are situated). Is that a correct assumption on my part?

Does the City have any relevant ordinances and/or requirements regarding the placement of hazardous obstructions on pathways?

Mike

On Wednesday, May 31, 2023 at 01:42:15 PM CDT, Kristen Lundeen <klundeen@ci.mequon.wi.us> wrote:

Good afternoon,

Dating back to at least 2015, the boulders have been utilized in this location as the means to stop vehicles from using the bicycle path. I have correspondence requesting the boulder placement from the residents and the alderman at the time. It is not the only path in the City where boulders are utilized to discourage vehicles from utilizing paths not intended for vehicles.

The largest portion of the path is on private property, therefore the City cannot install signage and I might assume that the adjacent residents would oppose painting them orange. The Hidden Reserve Condo Association would be the correct party to contact.

Attachment: Bikeway2 (8595 : Motorized Vehicle Prevention on Trails)

By copy on this email, I am forwarding to Cole McCraw, staff liaison to the Joint Mequon-Thiensville Bike and Pedestrian Commission requesting that he place the item on the next agenda for the Commission to review and consider your recommendations.

Thank you,
Kristen

Kristen Lundeen
Director of Public Works/City Engineer
City of Mequon
11333 N. Cedarburg Rd. | Mequon, WI 53092
262-236-2938 | klundeen@ci.mequon.wi.us

From: Mike <ilovebonds@yahoo.com>
Sent: Wednesday, May 31, 2023 11:35 AM
To: Kristen Lundeen <KLundeen@ci.mequon.wi.us>
Cc: Brian Parrish <BParrish@ci.mequon.wi.us>
Subject: Re: Dangerous Obstruction on Bike Path

Hello Kristen,

Following up on Mr. Jones' message below and copying Brian Parrish (my representative on the Council)...

I rode past the problem area this morning to discover that the one large boulder has grown into three large boulders. I would appreciate hearing from you on this now more hazardous development.

Mike

On Thursday, May 25, 2023 at 12:53:24 PM CDT, Will Jones <wjones@ci.mequon.wi.us> wrote:

Good afternoon Mike,
Thanks for reaching out, and for bringing this to the City's attention. By way of this reply, I am looping in Kristen Lundeen, the City's Director of Public Works, to see if she can provide some additional insight regarding the boulder referenced in your e-mail. Going forward, if I can be of any further assistance in connection with this concern, please do not hesitate to circle back as may be needed.
Kind regards,
Will Jones
City Administrator

William Jones
City Administrator
City of Mequon
11333 N. Cedarburg Rd. | Mequon, WI 53092
262-236-2940 | wjones@ci.mequon.wi.us
City Website | Staff Directory | Bio

-----Original Message-----

From: Mike <ilovebonds@yahoo.com>
Sent: Wednesday, May 24, 2023 3:53 PM
To: Will Jones <wjones@ci.mequon.wi.us>
Subject: Dangerous Obstruction on Bike Path

Dear Mr. Jones,

Attachment: Bikeway2 (8595 : Motorized Vehicle Prevention on Trails)

I am not exactly sure which department should receive this note, but I am hopeful that you can direct it to the proper place at City Hall.

Location: Southeast Mequon on the short bike/walkway path that connects Stratford Place and W. Hidden Reserve Court

This spring a very large boulder has been placed (presumably by the City) at the southern end of the path (where the path intersects Stratford Place). For a bike rider traveling south from W. Hidden Reserve Court towards Stratford Place, due to the curvature of the path, the boulder is not visible until a split second before reaching the boulder. This is, without question, an extremely dangerous obstruction that will result in an injury to a rider.

As this path has existed for many years prior to the placement of a boulder in the path, I can only assume that there was a recent issue with motor vehicles traveling down the path. Might I make a few suggestions:

- 1) Move the boulder to the path entrance by W Hidden Reserve Court where it will be more visible to riders traveling from either direction
- 2) Regardless of location, paint the boulder a bright orange color
- 3) If the City feels it necessary to leave the boulder in its present location, implement suggestion #2 and install prominent signage warning riders of the upcoming obstacle
- 4) Remove the boulder completely and install signage to the effect that no motorized vehicles are permitted on the path

This is not the only path in the City that connects various streets, yet it is the only one that I have observed that suffers from such a horrible defect.

The City's prompt attention to this hazard would be much appreciated.

Best regards,
Mike Scalise
Ph: 262-236-5090

Kristen Lundeen

From: Mike and Nancy Vanden Wymelenberg <mn.vw@hotmail.com>
Sent: Saturday, May 16, 2015 2:01 PM
To: John Hawkins
Cc: Kristen Lundeen
Subject: Re: Cars driving on walking path

FYI, saw a motorcycle drive thru the path twice today. A Mequon patrol was out here Wednesday, I assume checking it out.

Thanks,
Mike

Sent from my iPhone

On May 12, 2015, at 5:31 PM, "John Hawkins" <JHawkins@ci.mequon.wi.us> wrote:

Sending a copy to Kristen Lundeen. i'll see her tonight, too.

Thanks,

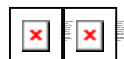
John

[John R. Hawkins](#)

John R. Hawkins
Alderman, District 6
3424 Clubview Court
Mequon, WI 53092
(414) 881-0424 (Cell & Voicemail)

jhawkins@ci.mequon.wi.us

262-242-3997 (Home & Voicemail)



This message and all e-mail addresses in an elected official's address book may be subject to an open records request.

From: Mike and Nancy Vanden Wymelenberg [mn.vw@hotmail.com]
Sent: Sunday, May 10, 2015 10:07 AM
To: John Hawkins
Subject: Re: Cars driving on walking path

Good morning John

Sorry to say that someone last night moved the center Boulder again off to the side so cars can drive on the walking path again. Maybe a post could be installed in the center to prevent this very unsafe issue

Thanks in advance for your help
Mike and Nancy

Sent from my iPhone

On Apr 30, 2015, at 5:12 PM, Mike and Nancy Vanden Wymelenberg <mn.vw@hotmail.com> wrote:

Thank you very much. It's all taken care of.
Mike and Nancy

Sent from my iPhone

On Apr 30, 2015, at 4:47 PM, John Hawkins <JHawkins@ci.mequon.wi.us> wrote:

You're welcome. I see that Kristen has already taken steps.

Best regards,
John

John R. Hawkins

John R. Hawkins
Alderman, District 6
3424 Clubview Court
Mequon, WI 53092
(414) 881-0424 (Cell & Voicemail)

jhawkins@ci.mequon.wi.us

262-242-3997 (Home & Voicemail)

This message and all e-mail addresses in an elected official's address book may be subject to an open records request.

From: Mike and Nancy Vanden Wymelenberg [mn.vw@hotmail.com]
Sent: Thursday, April 30, 2015 5:33 AM
To: John Hawkins
Subject: RE: Cars driving on walking path

Thanks so much for your help!

Mike and Nancy

From: JHawkins@ci.mequon.wi.us
To: mn.vw@hotmail.com
CC: SGraff@ci.mequon.wi.us; KLundeen@ci.mequon.wi.us; KTollefson@ci.mequon.wi.us
Date: Wed, 29 Apr 2015 15:58:54 -0500
Subject: RE: Cars driving on walking path

Hi, Mike and Nancy,

Attachment: Bikeway3 (8595 : Motorized Vehicle Prevention on Trails)

Thank you for your email. I am sending a copy to the police chief, our city engineer, and our director of community development (who may be aware of any association-related reasons for the move.) I'm a member of the Public Works Committee, and Kristen works with us.

Best regards,

John

John R. Hawkins

John R. Hawkins
Alderman, District 6
3424 Clubview Court
Mequon, WI 53092
(414) 881-0424 (Cell & Voicemail)

jhawkins@ci.mequon.wi.us

262-242-3997 (Home & Voicemail)

This message and all e-mail addresses in an elected official's address book may be subject to an open records request.

From: Mike and Nancy Vanden Wymelenberg [mn.vw@hotmail.com]
Sent: Wednesday, April 29, 2015 7:41 AM
To: John Hawkins
Subject: Cars driving on walking path

Good morning John,

We live on 10547 N Stratford Pl in your district #6 and have noticed an issue with cars driving on the short walking path that connects our road with the Hidden Reserve subdivision. Obviously that's a safety hazard and it's compounded due to the wooded and curvy area which limits viability.

I'm not sure if the city of Mequon or the Hidden Reserve Association is responsible, but someone should install something to prevent vehicles from driving on the path. There are three large boulders at the end of N Stratford Place which may have served this purpose in the past, but they have been pushed off to the side so they are no longer effective.

On 4/27, I had called and left a phone message with the City Public Works department, but I haven't received any response. I'd appreciate anything that you can do to resolve this issue.

Thank you,

Mike and Nancy Vanden Wymelenberg

Attachment: Bikeway3 (8595 : Motorized Vehicle Prevention on Trails)