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Public Works Department

Joint Mequon-Thiensville Bike and Pedestrian Way Commission
Thursday, November 14, 2024
9:00 AM
North Conference Room

Agenda

1. Call to Order, Roll Call

2. Approval of Meeting Minutes

   Action requested: review and approve

   a. October 10, 2024 Minutes

3. 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.

4. Discussion/Action Items
   a. Joint M-T Bikeway Planning Study Discussion

5. Other Business

6. Adjourn

Dated: /s/ *Kenneth Maciolek*, 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, October 10, 2024
9:00 AM
North Conference Room

Minutes

1. Call to Order, Roll Call

   Present:
   Chair Kenneth Maciolek
   Vice Chair Jim Doornek
   Commissioner Rob Holyoke
   Commissioner John Liegeois
   Commissioner Kristin Wade

   Absent:
   Commissioner Ron Heinritz

   Craig Huebner from Graef and Thiensville resident Alan Siggelkow were in attendance. Also in attendance were City Engineer/Director of Public Works Lundeen and Engineering Administrative Assistant Redeker.

2. Approval of Meeting Minutes
   a. September 5, 2024 Mintues

   RESULT: **Approved [Unanimous]**
   MOVED BY: Holyoke
   SECONDED BY: Commissioner Wade

   AYES: Maciolek, Doornek, Holyoke, Liegeois, Wade

3. Resident Communications

Alan Siggelkow from 204 Division St, in the Village of Thiensville was present and voiced his concerns for bike and pedestrian safety on Division St, Buntrock Ave, and in the area of the Mequon Town Center.

Hearing no objections, Chair Maciolek chose to discuss item b. 9740 : Recommended Standards for Widths of Shared Use Bike Paths first, and item a. 9739 : Joint M-T Bikeway Planning Study Discussion second.

4. Discussion/Action Items
   a. Joint M-T Bikeway Planning Study Discussion

   Craig Huebner from Graef updated the commission on the progress of the planning study. Commissioners discussed what items from the previous Master Plan they wanted to carry forward into the new plan.
   b. Discussion of Recommended Standards for Widths of Shared Use Bike Paths

   Commissioner Doornek presented standards for bike path widths from different sources.

5. Adjourn
   a. Motion to Adjourn at 10:37 AM

RESULT:	**Approved by Voice Acclamation [Unanimous]**
MOVED BY:	Holyoke
SECONDED BY:	Commissioner Doornek

AYES:	Maciolek, Doornek, Holyoke, Liegeois, Wade

Respectfully Submitted,

Kaye Redeker

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www.ci.mequon.wi.us **Office of Engineering**

TO: **Joint Mequon-Thiensville Bike and Pedestrian Way Commission**
FROM: **Cole McCraw, Assistant City Engineer**
DATE: **November 14, 2024**
SUBJECT: **Joint M-T Bikeway Planning Study Discussion**

Background

GRAEF will be attending routine Bikeway Commission meetings to discuss progress and action items with City staff and the Commission.

Analysis

Please see the attached agenda from GRAEF for today's discussion items.

For reference, the revised, tentative project timeline is included below.

Report/Meeting Title	Date
Draft Planning Report	November 27, 2024
Final Planning Report	December 27, 2024
Bikeway Commission Plan Approval	January 9, 2025
Mequon Common Council Plan Approval	January 14, 2025

Fiscal Impact

This project is funded locally and through the WisDOT TAP Grant approved with RES. 4118.

Recommendation

There is no staff recommendation for this item.

Attachments:
2024-11-14 MT BikePed Agenda (PDF)

The Avenue
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SUBJECT: Mequon-Thiensville Bike+Ped Planning Study: November Meeting Agenda
DATE: November 14, 2024
TIME: 9:00am-10:00am
LOCATION: Mequon City Hall

1. Existing Facility Map Updates
    a. See attached exhibit (updated Mequon Road and Wauwatosa Road sidewalks and Ozaukee County planned trail within newly created "Little Menomonee River Fish and Wildlife Preserve" County Park)

2. Bike/ped Counts Summary
    a. See attached report summary

3. Neighboring Jurisdictions Trail Plan Exhibit Update – Ozaukee County Park and Open Space Plan
    a. Updated map with new #10:
        i. County is currently creating a 2024 Ozaukee County Park and Open Space Plan. Within the Plan is a new County Park: Little Menomonee River Fish and Wildlife Preserve (north of Mequon Road just west of Wauwatosa Road). A 10' paved asphalt trail is planned for segments within the new park. County has applied for a WDNR Stewardship grant with construction in 2025 if awarded. Trail routing between the new Park and Freistadt Road intends to utilize on-street signage and maybe pavement markings. Bicycle Facility Design segments along Freistadt Road and Mequon Road are to-be-determined.
    b. GRAEF received a phone call from Andrew Struck at Ozaukee County on October 17. See attached meeting notes.

4. Draft Report Outline
    a. Confirm Report Title: Mequon-Thiensville Bike+Pedestrian Master Plan 2045
    b. Discuss Report Table-of-Contents (see attached)

5. Recommended Bicycle & Pedestrian Network
    a. Facility Types
    b. Bicycle Facility Selection Matrix
    c. Spot Improvement examples: Donges Bay Road/OIT crossing; Mequon Road Bridge of Milwaukee River

6. Schedule Update
    a. Draft Plan Report – November 27, 2024
    b. Final Planning Report – December 27, 2024
    c. Commission Recommendation of Plan for Approval – January 9, 2025
    d. City and Village approvals in Jan/Feb 2025

7. Next Steps/Recap
    a. Next Meeting: December 12
    b. COW Meeting: December 10

Existing Bike & Pedestrian Facilities

Mequon - Thiensville Bike & Ped Master Plan

11/1/2024 WORKING DRAFT

Bike & Ped Facilities

On-Street

Paved Shoulder
- 1ft - 2ft
- 2ft - 3ft
- 3ft - 4ft
- 4ft
- 5ft
- 8ft
- 12ft

Bike Lane
- 4ft
- 6ft

Shared-Use Path
- 5ft
- 6ft
- 7ft
- 8ft
- 9ft
- 10ft

Off-Street

Side Path
- 5ft
- 8ft
- 9ft
- 10ft

Sidewalk
- 5ft
- 6ft
- 10ft

Unpaved Trail
- Width Varies

Overpass/ Underpass with Bike Lanes & Sidewalks

Municipalities

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Data Source:
Bike & Ped Data - City of Mequon
Basemap Data - Ozaukee County

0.4 Miles
1 in = 0.2 mi

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SUBJECT: Mequon-Thiensville Bike+Ped Planning Study: Volume Summary
November 6, 2024 DRAFT

Pedestrian and Bike movement counts were collected for the seven intersections, within the City of Mequon and Village of Thiensville (see attached exhibit). Intersections were selected based on public input from survey data and guidance from the project team and Bike/Ped Committee. Data was collected at the following intersections on October 10th, 2024, from 6:00 – 9:00 AM and 3:00 – 6:00 PM. Below is a summary of each of the intersections with the number of pedestrians/bikes and crosswalk information.

Green Bay Road & Freistadt Road

Period / Mode	AM Peak Hour (6:45 – 7:45)	PM Peak Hour (4:15 – 5:15)	Total Collected (6:00 – 9:00 AM & 3:00 – 6:00 PM)
Pedestrians	15	26	88
Bicycles	0	15	26

- Crosswalk with Highest Total Volume: West Approach (E Freistadt Road), with 41 pedestrians and 7 bikes
- Crosswalk with Highest Peak Hour Volume: West Approach (E Freistadt Road), with 11 pedestrians and 4 bikes

Freistadt Road & River Road

Period / Mode	AM Peak Hour (8:00 – 9:00)	PM Peak Hour (4:30 – 5:30)	Total Collected (6:00 – 9:00 AM & 3:00 – 6:00 PM)
Pedestrians	4	4	17
Bicycles	3	6	17

- Crosswalk with Highest Total Volume: North Approach (River Road), with 6 pedestrians and 5 bikes
- Crosswalk with Highest Peak Hour Volume: North Approach (River Road), with 4 bikes

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Freistadt Road & Riverview Drive

Period / Mode	AM Peak Hour (8:00 – 9:00)	PM Peak Hour (4:30 – 5:30)	Total Collected (6:00 – 9:00 AM & 3:00 – 6:00 PM)
Pedestrians	1	4	13
Bicycles	3	6	17

- Crosswalk with Highest Total Volume: South Approach (Riverview Drive), with 3 pedestrians and 8 bikes
- Crosswalk with Highest Peak Hour Volume: South Approach (Riverview Drive), with 4 bikes

Range Line Road Crossing at Range Line Schools

Period / Mode	AM Peak Hour (6:45 – 7:45)	PM Peak Hour (4:00 – 5:00)	Total Collected (6:00 – 9:00 AM & 3:00 – 6:00 PM)
Pedestrians	0	2	3
Bicycles	3	4	12

- Crosswalk with Highest Total Volume: North Approach (N Range Line Road), with 5 bikes & West Approach (sidewalk), with 1 pedestrian and 4 bikes
- Crosswalk with Highest Peak Hour Volume: North Approach (N Range Line Road), with 2 bikes

Mequon Road & Range Line Road

Period / Mode	AM Peak Hour (6:45 – 7:45)	PM Peak Hour (5:00 – 6:00)	Total Collected (6:00 – 9:00 AM & 3:00 – 6:00 PM)
Pedestrians	2	3	14
Bicycles	7	10	27

- Crosswalk with Highest Total Volume: South Approach (N Range Line Road), with 6 pedestrians and 8 bikes
- Crosswalk with Highest Peak Hour Volume: South Approach (N Range Line Road), with 4 bikes

Donges Bay Road & Lake Shore Drive

Period / Mode	AM Peak Hour (8:00 – 9:00)	PM Peak Hour (3:45 – 4:45)	Total Collected (6:00 – 9:00 AM & 3:00 – 6:00 PM)
Pedestrians	5	8	28
Bicycles	2	14	29

- Crosswalk with Highest Total Volume: East Approach (E Donges Bay Road), with 16 pedestrians and 9 bikes
- Crosswalk with Highest Peak Hour Volume: North Approach (N Lake Shore Drive), with 4 pedestrians and 4 bikes

22 of the 57 pedestrian/bikes (38.6%) entered the intersection in the evening peak hour.

Donges Bay Road & Donges Bay Elementary School Center Driveway

Period / Mode	AM Peak Hour (8:00 – 9:00)	PM Peak Hour (5:00 – 6:00)	Total Collected (6:00 – 9:00 AM & 3:00 – 6:00 PM)
Pedestrians	8	0	16
Bicycles	5	12	23

- Crosswalk with Highest Total Volume: South Approach (School Driveway), with 5 pedestrians and 11 bikes
- Crosswalk with Highest Peak Hour Volume: South Approach (School Driveway), with 11 bikes

The crossing on the east approach was one less ped/bike than the south approach, however the south approach had 10 Bikes traveling together cross all at once making it higher than the east approach. There were many parents that were dropping and picking up their kids from the school from the neighborhood to the north of W Donges Bay Road and were crossing on the east side of the intersection.

Data Collection Locations

Mequon - Thiensville Bike & Ped Master Plan

11/8/2024 WORKING DRAFT

Legend

Data Collection Locations

Location ID	Intersection
1	Freistadt Rd/Green Bay Rd Intersection
2	Freistadt Rd/River Rd Intersection
3	Range Line Rd Crosswalk for Middle School
4	Range Line Rd/Mequon Rd Intersection
5	Donges Bay Rd/Lake Shore Dr Intersection
6	Donges Bay Rd and Center Elementary School Driveway

GRAEF

Data Source:
Data Collection Locations - GRAEF
Basemap Data - Ozaukee County

0.8 Miles
1 in = 0.4 mi

Neighboring Jurisdictions Trail Plans

Mequon - Thiensville Bike & Ped Master Plan

11/4/2024 WORKING DRAFT

Legend

1. Little Menomonee Regional Trail
2. Oak Leaf Trail - Zip Line
3. Granville Rail with Trail
4. County Line Road Bike Facilities
5. Wauwatosa Road/N 76th St (STH 181) Bike Facilities
6. Baehr Road/60th Street Bike Facilities
7. Milwaukee River Trail
8. Mequon Road (STH 167) Bike Facilities
9. Freistadt Road Bike/Ped Facilities
10. Ozaukee County Park And Open Space Trail
11. Donges Bay Bike/Ped Bridge

Existing Trails

- Paved Shoulder
- Shared-Use Path
- Side Path
- Sidewalk
- Unpaved Trail
- Oak Leaf Trail

WASHINGTON COUNTY
OZAUKEE COUNTY
WAUKESHA COUNTY
MILWAUKEE COUNTY

GRÄEF

Data Source:
Vision 2050 Trails - SEWRPC
Basemap Data - Ozaukee County

0.8 Miles
1 in = 0.4 mi

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SUBJECT: Mequon-Thiensville Bike+Ped Planning Study: NOTES
Ozaukee County Stakeholder Meeting
DATE: October 17, 2024
TIME: 1p-2p
LOCATION: Virtual

- Attendees:
  - Craig Huebner (GRAEF)
  - Andrew Struck (County)

1. Any County Trail plans (new trails or improvements to existing trails) that touch Mequon/Thiensville that we should be aware of?
   a. We are pursuing grant dollars for Little Menomonee regional recreation trail – WDNR Stewardship grant for that trail
      i. E-W trail connecting to solar heights neighborhood is part of stewardship grant. As early as next year 2025 construction
         1. 10' asphalt
         2. Trail includes on-street routing through Solar Heights Neighborhood streets
         3. Andy to share exhibit.
   b. Craig requested to have County include municipal priorities not included in draft County Plan
      i. Andrew requested a Letter from Mequon-Thiensville Commission
2. County priority project is E-W sidepath along STH 60 - TAP Grant

3. MT are interested in obtaining dollars for OIT repaving. Can you share any current grant pursuits that the County has applied for/ or plans to apply for?
   a. County applied for 1-time grant through state department of tourism. Did not win funding.
   b. Followed up with TAP grant request, those dollars do have a cap. $1M. Prioritize County's potion of the OIT. County-managed portions of the trail only – not municipalities.
   c. County did submit another grant (source unknown) for engineering and design of all municipal sections for repaving. Hope to know by December 2024 if grant is awarded.
      i. Would include Mequon and Thiensville.

4. MT are interested in participating in County-wide conversations on unified safety improvements for OIT across all municipalities. Are there any County policies or best practices that you have been recommending to municipalities?
   a. Speed limits? Safety signage/pavement markings?
      i. Trail Advisory Council
         1. We want to get it going again, but it is a staffing issue. This is a topic that would be discussed.

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5. MT are interested in participating in County-wide conversations on unified branding/wayfinding signage for OIT across all municipalities (similar to what Milwaukee County and Oak Leaf Trail recently did with rebranding segments and new signage).
    a. County would love to do something similar. When County originally did the trail, ultimately WeEnergies was opposed to signage (mainly number of signs). At the time (2002), it was against WeEnergies lease agreement to use fundraising for signage?. What was agreed upon by WeEnergies was that every municipality could include a kiosk with signage.
        i. Signage at bollards at roadway crossings could be something WeEnergies is open to? But County wants to re-engage WeEnergies in 2025.
    b. Regulatory signage is different.

- Just finished draft of park and open space plan – Andy to Share draft plan
    - https://www.ozaukeecounty.gov/2107/Comprehensive-Plan-Board
    -
    - This includes many "bikeways" that Andy described were shared with him by Mequon and Thiensville. The bikeways appear to be what Craig would call "desired bike routes" but many such routes have no actual signage or even bike accommodations…
    - Public comment period is happening now through December.
    - Next Meeting on the 3rd Wednesday of each month – Nov. 20 public hearing (need a letter a week prior if MT has any requested edits)
    - December adoption – 1st Wednesday in December

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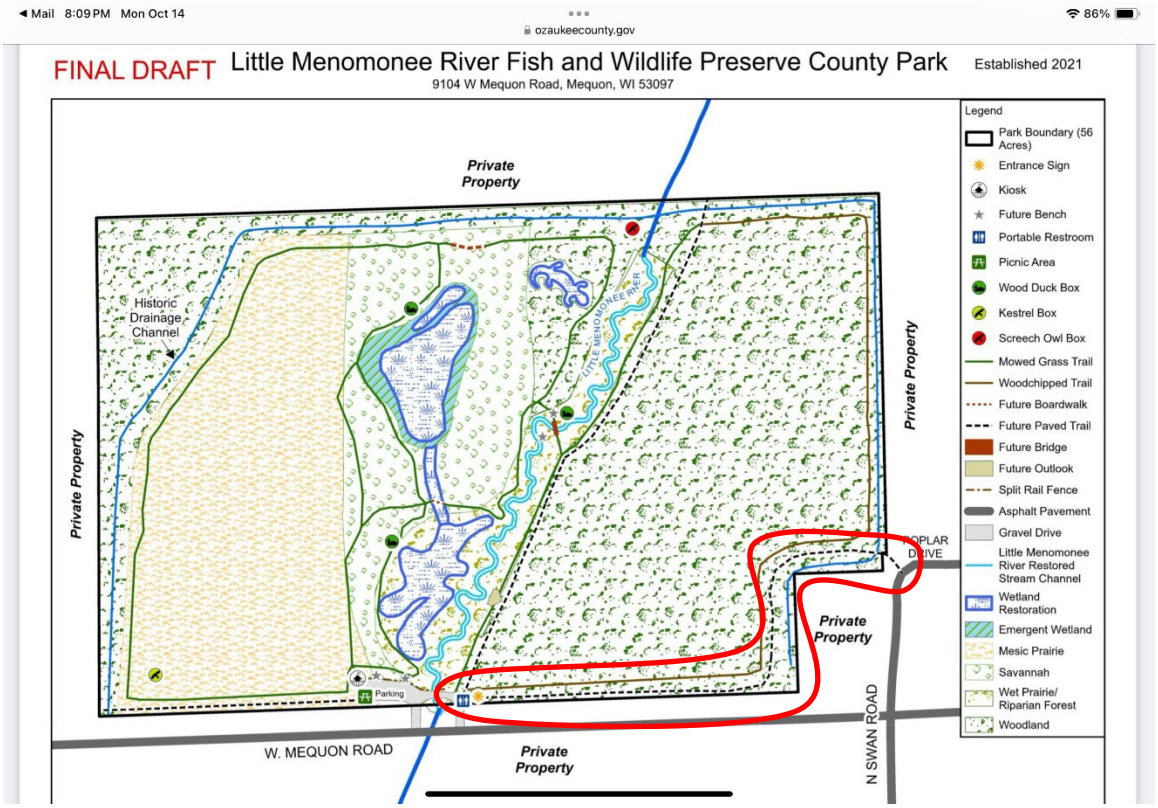

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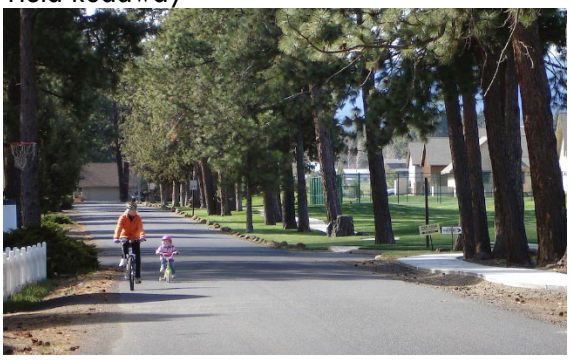
SUBJECT: Mequon-Thiensville Bike+Ped Planning Study: Bicycle Facility Types and Matrix
November 14, 2024 DRAFT

On-Street

Yield Roadway



Bicycle Boulevard

Shared Lane Markings (sharrow)

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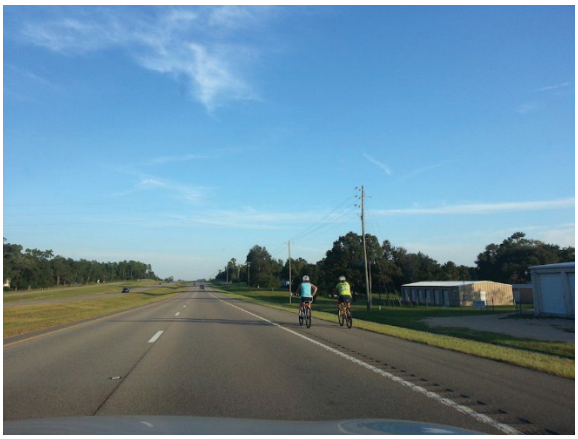
Paved Shoulder



Conventional Bike Lane

Buffered Bike Lane

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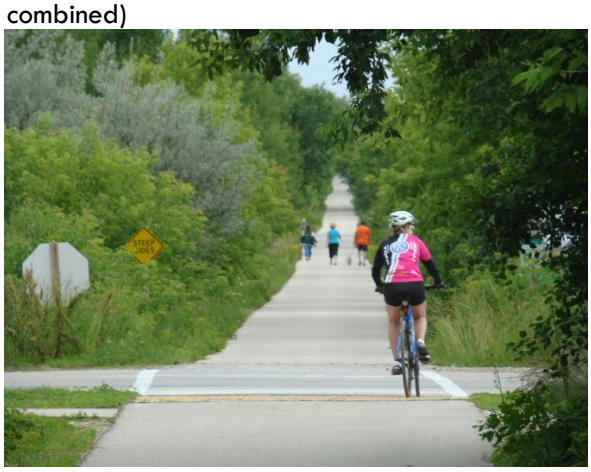
Off-Street

Raised Cycle Tracks (bike and ped traffic is separate)

1-way

Bi-directional

Sidepaths / Multi-use Trail (bike and ped traffic is combined)



Other

Intersections/Crossings
Signals
Signing
Pavement Markings

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MT Bicycle Facility Selection Matrix - DRAFT

HIGH <------ Level of Protection <------ LOW

Facility Type	Traffic Volume (ADT) ±1,000	Speed Limit (mph)	Number of Lanes in One Direction	Roadway Travel Area Width (Ft)	Special Traffic Types (Type - Volume)	Parking Turnover	Functional Classification
On Street							
Yield Roadway	<400	<20	1	<20	Truck - Low and Transit - Low	Minimal	Local
Bicycle Boulevard	<1800	<25	1	<22	Truck - Low and Transit - Low	Minimal	Local
Shared Lane Marking (Sharrow)	<3000	<25	1	<30	Truck - Low and Transit - Low	Low	Local, Collector
Paved Shoulder*	Varies	Varies	1+	>32	Truck - High and Transit - Any	None	Any
Conventional Bike Lane	3,000-8,000	25-35	1-2	28-34	Truck - Low or Transit - Regular	Medium	Local, Collector, Minor Arterial
Buffered Bike Lane	>8,000	>35	2	N/A	Truck - Regular or Transit - High	High	Collector, Minor Arterial
Off Street							
Sidepath/Shared Use Path/Multi-Use Path	>4,000	Any	Any	N/A	Truck - Regular or Transit - High	Low	Local, Collector, Minor Arterial, Major Arterial
Cycle Track	>9,000	>35	2+	N/A	Truck - Regular or Transit - High	High	Collector, Minor Arterial, Major Arterial

Source: Small Town and Rural Multimodal Networks (FHWA)

*Paved shoulder widths should increase based on ADT and speed. See table below

Note: Higher levels of protection may be appropriate for streets based on additional factors, but it is not recommended to install a lower level of protection when a street warrants a higher minimum standard.

Note: Additional variations of facilities may be appropriate given factors such as driveways, common destinations, availability of right-of-way, bicycle volumes, key destinations, etc. such as two-way cycle tracks on one side of the street, contra-flow lanes on one way streets, etc.

Note: Additional safety features such as high-visibility green paint, intersection crossing markings, bike turning boxes, two-stage turn queue boxes, signage, vertical delineators, bollards, etc. may be appropriate for various contexts.

Recommended Minimum Paved Shoulder Widths by Roadway Conditions (FHWA)

Functional Classification	Volume (ADT)	Speed (mph)	Recommended Minimum Paved Shoulder Width (Ft)
Local	<700	20	0
Minor Collector	<1,100	30	4
Minor Collector	<1,500	35	5
Major Collector	<2,600	45	6.5
Minor Arterial	<6,000	55	7
Principal Arterial	<8,500	65	8

Note: Existing ADT and potential capacity for future ADT should both be considered to ensure the paved shoulder is sufficient for future conditions.

See separate "Bicycle Suitability" Exhibit to reference existing Roadway conditions.

Bike & Pedestrian Suitability

Mequon - Thiensville Bike & Ped Master Plan

11/8/2024 WORKING DRAFT

Legend

- XX Speed Limit Segment

Roadway Classification

- Principal Arterial
- Minor Arterial
- Collector
- Local Road (25 MPH)

Annual Average Daily Average

Count (Year)	Count (Year)	Count (Year)
Low Traffic	Med Traffic	High Traffic

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Data Source:
Traffic Data - WISDOT
Roadway Classification - WISDOT
Speed Limits- GRAEF
Basemap Data - Ozaukee County

0.6 Miles
1 in = 0.3 mi

Donges Bay Road & OIT Intersection

Mequon - Thiensville Bike & Ped Master Plan

Ozaukee Interurban Trail

W Donges Bay Rd

Is this trail or Bar parking? If trail may need to flip parking and trail to shorten crossing. If bar, remove it!

Add lighting. Further explore RRFB here for active crossing?

Realign to make perpendicular and shorten the crossing. Use high visibility markings - continental or ladder

Install median for 2 stage crossing

Install bumpouts with ADA Ramps and DWF's on both sides to improve visibility and shorten crossing

Legend

- Parcels
- WWI Wetlands

Floodplain

- 100 Year Flood
- 500 Year Flood
- Floodway

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Data Source:
Floodplains - FEMA
Wetlands - WDNR
Basemap Data - Ozaukee County

50 Feet
1 in = 50 ft

SUBJECT: Mequon-Thiensville Bike+Ped Planning Study: Bicycle Facility Spot Improvements
November 8, 2024 DRAFT

Mequon Road Bridge

Existing
- STH167 Speed limit = 40mph
- Design class 4 (low speed urban) Table 1.1 Attachments for FDM 11-20-1: Dimensions and Design Classes
- Existing 2-12' lanes + 8' shoulder + 2' gutter
- WB the 8' shoulder is being used as an extended right turn lane.

Interim Option: on-street buffered bike lanes.
- 4' buffer + 6' bike lane (4' paved + ' shoulder)
- On structure 4' buffer could include delineation and/ or precast concrete barrier.
- Barrier would need approval from WisDOT. Expect the following needs:
  - Require end protection (crash cushion or guardrail).
  - Barrier on structure may require new load rating.

Long-term Option: Off street path could be accommodated with a separate bike & ped structure parallel to the vehicular bridge. Example: https://maps.app.goo.gl/BMiBHNgH5VKJpiSVA.