



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

www.cityofmequonwi.gov

Public Works Department

PUBLIC WORKS COMMITTEE
Regular Meeting
Wednesday, August 12, 2026 - 5:15 PM
South Conference Room

Agenda

- 1) Call to Order and Roll Call**
- 2) Approval of Meeting Minutes**
 - a) Meeting minutes of May 12, 2026
- 3) Ordinances**
- 4) Resolutions**
 - a) **RESOLUTION 4304** - *A Resolution Approving Award of a Contract for the Installation of Municipal Wi-Fi, Security Cameras, and Keyless Entry Systems at the Rotary Park and River Barn Park Pavilions to Advanced Technical, LLC of New Berlin, Wisconsin in the Amount of \$147,544*
- 5) Discussion and Possible Action**
 - a) Review of City of Mequon's Code of Ordinances Related to Boards, Committees, and Commissions
 - b) Joint Mequon-Thiensville Bike and Pedestrian Way Commission Letter to WisDOT Regarding Treatments to the Mequon Road Bridge over the Milwaukee River
 - c) 2026 Work Plan
- 6) Informational Items**
- 7) Adjourn**

DATED: August 6, 2026

/s/ Jeffrey Hansher, Chair

Notice is hereby given that a quorum of other governmental bodies may be present at this meeting to present, discuss and/or gather information about a subject over which they have decision-making responsibility, although they will not take formal action thereto at this meeting. Persons with disabilities requiring accommodation 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 City Clerk's Office at 262-236-2914, Monday through Friday, 8:00 AM – 4:30 PM.



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Public Works Department

PUBLIC WORKS COMMITTEE
Regular Meeting
Tuesday, May 12, 2026 - 6:30 PM
South Conference Room

Minutes

1) Call to Order and Roll Call

The meeting was called to order by Chair Hansher at 6:30 p.m.

Present:

Chair Jeffrey Hansher
Alderman Peter Bratt
Alderman Kelly Tolocko

Also Present: Director of Public Works/City Engineer Lundeen, DPW Administrative Assistant Honeck

2) Election of Chair

Chair Jeffrey Hansher was nominated and accepted the position of Chair of the Public Works Committee.

MOTION:	Chair Nomination
MOVER:	Alderman Peter Bratt
SECONDER:	Alderman Kelly Tolocko
AYES:	Chair Jeffrey Hansher, Alderman Peter Bratt, Alderman Kelly Tolocko
NAYS:	None
RESULT:	Approved by Voice Acclamation [Unanimous]

3) Approval of Meeting Minutes

- a) Meeting minutes of April 14, 2026

MOTION:	Approval of April 14, 2026 Minutes
MOVER:	Alderman Kelly Tolocko
SECONDER:	Alderman Peter Bratt
AYES:	Chair Jeffrey Hansher, Alderman Peter Bratt, Alderman Kelly Tolocko
NAYS:	None
RESULT:	Approved by Voice Acclamation [Unanimous]

4) Resolutions

- a) **RESOLUTION 4290** - A Resolution Authorizing Execution of an Agreement for Electronics Collection and Recycling at the Department of Public Works Facility, Located at 10800 North Industrial Drive, with COM2 Recycling Solutions of Carol Stream, Illinois

Director of Public Works/City Engineer Lundeen discussed establishing a permanent electronics drop-off site at the DPW facility in partnership with COM2 Recycling Solutions. Staff explained that the enclosure will allow year-round access, accepted items will be free for residents, and security cameras will monitor the area.

MOTION:	Approval of Resolution 4290
MOVER:	Alderman Peter Bratt
SECONDER:	Alderman Kelly Tolocko
AYES:	Chair Jeffrey Hansher, Alderman Peter Bratt, Alderman Kelly Tolocko
NAYS:	None
RESULT:	Approved by Voice Acclamation [Unanimous]

5) Discussion Items

- a) 2026 Work Plan

6) Adjourn

Motion to adjourn at 6:43 p.m.

MOTION:	Adjourn
MOVER:	Alderman Peter Bratt
SECONDER:	Alderman Kelly Tolocko
AYES:	Chair Jeffrey Hansher, Alderman Peter Bratt, Alderman Kelly Tolocko
NAYS:	None
RESULT:	Approved by Voice Acclamation [Unanimous]

Respectfully Submitted,
Kaitlynn Honeck
DPW Administrative Assistant



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Buildings and Grounds

TO: Public Works Committee
FROM: Justin Bodoh, Building and Grounds Superintendent
DATE: August 12, 2026
SUBJECT: RESOLUTION 4304 - A Resolution Approving Award of a Contract for the Installation of Municipal Wi-Fi, Security Cameras, and Keyless Entry Systems at the Rotary Park and River Barn Park Pavilions to Advanced Technical, LLC of New Berlin, Wisconsin in the Amount of \$147,544

Background

In April 2026, the Park and Open Space Board (POSB) reviewed and prioritized top capital improvement projects for implementation the City's park system. The Board identified the installation of municipal Wi-Fi, security cameras, and keyless entry systems at Rotary Park (South Rotary Pavilion and Reuter Pavilion) as its highest priority project, followed by the installation of the same improvements at River Barn Park (Sommers Pavilion).

The cost of this project was estimated at \$135,000 to provide the infrastructure necessary to modernize facility operations while improving security, access management, and customer service. The improvements are consistent with the City's ongoing efforts to invest in technology that enhances public facilities and improves operational efficiency.

This project also aligns with the City of Mequon Strategic Plan. The City of Mequon Strategic Plan for 2022-2025 identified 5 Key Focus Areas: Capital Improvements, Customer Service, Financial Stewardship, Public Safety, and Quality of Life. This project improves outcomes in 3 of the 5 Key Focus Areas. This Capital Improvement meets the strategic goal of enhancing public connections and access to City services. With respect to Customer Service, the project streamlines routine procedures and reduces barriers to convenience and transparency. Lastly, and relative to Quality of Life, it preserves and enhances opportunities within the City's open spaces and parks by improving the reservation system with the adaptive strategy of technology upgrades and infrastructure investment.

Analysis

The proposed project will replace the current manual key management process with an electronic access system, allowing renters to securely access facilities without requiring City staff to travel to each location for lock and unlock operations. This will improve efficiency, reduce staff time and vehicle use, and provide greater flexibility when responding to rental needs.

Moreover, the addition of municipal Wi-Fi will support the operation of keyless entry systems and security cameras while providing the foundation for future smart-facility technology. Security cameras will improve public safety by deterring vandalism, unauthorized use, and theft while providing valuable documentation should incidents occur.

In June, the City publicly solicited bids for the project and received one sealed bid from Advance Technical, LLC (AdvaTech Security). AdvaTech Security currently provides the City's security camera and keyless entry services at other City facilities and is familiar with the City's existing systems and infrastructure. Utilizing the City's current security vendor will ensure compatibility with existing equipment, provide consistency in system management and maintenance, and allow for seamless integration with the City's existing security network.

These improvements will enhance the overall experience for pavilion renters and park visitors by providing more convenient and reliable facility access, increasing security through enhanced monitoring, and improving accountability with electronic access records. The project will also allow City staff to respond more efficiently to access issues, better protect public assets from vandalism and unauthorized use, and establish a consistent standard for facility operations across the City's major rental locations. In addition, the infrastructure will support future technology enhancements and smart-facility initiatives, ensuring that the City's park facilities continue to meet the evolving needs and expectations of residents while providing safe, secure, and accessible public spaces.

Fiscal Impact

The Parks Capital Account has sufficient funds available to complete this project. As part of the project, wireless cradle points will be installed at the South Rotary Pavilion, Reuter Pavilion, and Sommers Pavilion. After evaluating available options, wireless cradle points were determined to be the most cost-effective solution for providing reliable internet connectivity to these park facilities and supporting the operation of the Wi-Fi, security camera, and keyless entry systems.

The ongoing annual cost for internet service is estimated at approximately \$1,480 per wireless cradle point. With three locations included in this project, the City should anticipate an additional annual operating expense of approximately \$4,440. Staff will include this expense in the proposed 2027 Parks operating budget to ensure continued internet connectivity and operation of the installed systems.

Recommendation

A recommendation is forthcoming from the Public Works Committee on August 12, 2026.

Attachments:

AXIS Access and Cameras Park Pics

COMMON COUNCIL
OF THE
CITY OF MEQUON

RESOLUTION - 4304

RESOLUTION 4304 - A Resolution Approving Award of a Contract for the Installation of Municipal Wi-Fi, Security Cameras, and Keyless Entry Systems at the Rotary Park and River Barn Park Pavilions to Advanced Technical, LLC of New Berlin, Wisconsin in the Amount of \$147,544

RECITALS

A. In April 2026, the Park and Open Space Board reviewed and prioritized the City's capital improvement projects and identified the installation of municipal Wi-Fi, security cameras, and keyless entry systems at Rotary Park (South Rotary Pavilion and Reuter Pavilion) and River Barn Park (Sommers Pavilion) as its highest priority capital projects.

B. The proposed project will improve public safety, security, and customer service by modernizing access control, enhancing security monitoring, protecting public assets, and providing reliable internet connectivity to support current and future smart-facility technologies.

C. In June 2026, the City publicly solicited sealed bids for the project and received one responsive bid from Advance Technical, LLC (AdvaTech Security), the City's current provider of security camera and keyless entry systems.

D. Staff has reviewed the bid submitted by Advance Technical, LLC and determined it to be responsive to the City's specifications and in the best interest of the City. The total bid amount is \$134,130.33, and staff recommends including a 10% construction contingency to address unforeseen conditions or minor project modifications during installation. The total authorized award value is \$147,550.

E. Funding for the project is available within the Parks Capital Account. In addition, the installation of wireless cradle points at the three pavilion locations will result in an estimated annual operating cost of approximately \$4,440 for internet service, which staff will include in the proposed 2027 Parks operating budget.

BASED UPON THE FOREGOING RECITALS, IT IS RESOLVED by the Common Council of the City of Mequon, Wisconsin, that:

1. The Common Council hereby awards the contract for the installation of municipal Wi-Fi, security cameras, and keyless entry systems at the South Rotary Pavilion, Reuter Pavilion, and Sommers Pavilion to Advance Technical, LLC (AdvaTech Security) in the amount of \$147,550, which includes a 10% construction contingency.

2. Funding for the project shall be provided from the Parks Capital Account, with future

annual internet service costs for the wireless cradle points to be incorporated into the Parks operating budget beginning in 2027.

3. The Mayor, City Administrator, and City Clerk are authorized and directed to execute the contract and any other documents necessary to effectuate the purposes of this resolution, subject to review and approval by the City Attorney.

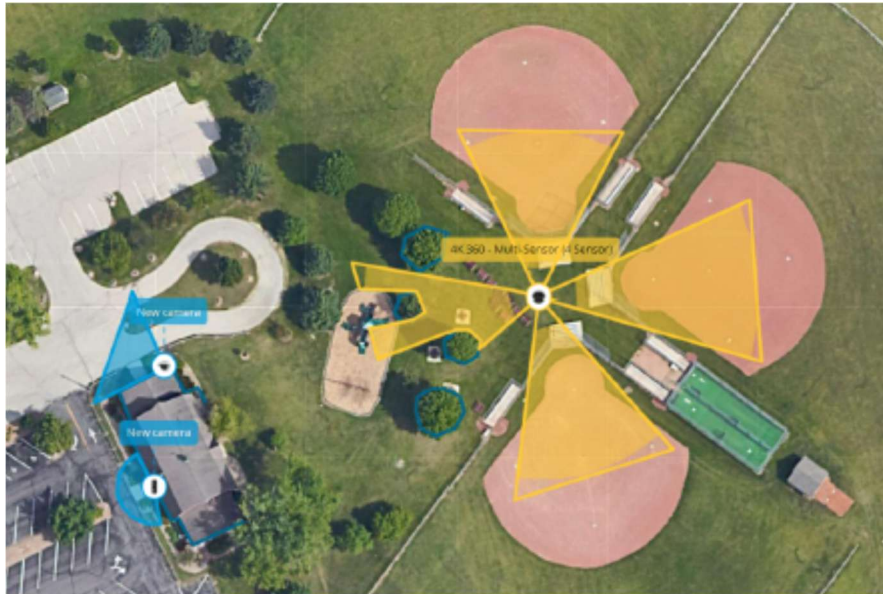
Approved by: Andrew Nerbun, Mayor

Date Approved: August 12, 2026

I certify that the foregoing Resolution was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on August 12, 2026.

Caroline Fochs, City Clerk

River Barn Sommers Pavilion - Cameras



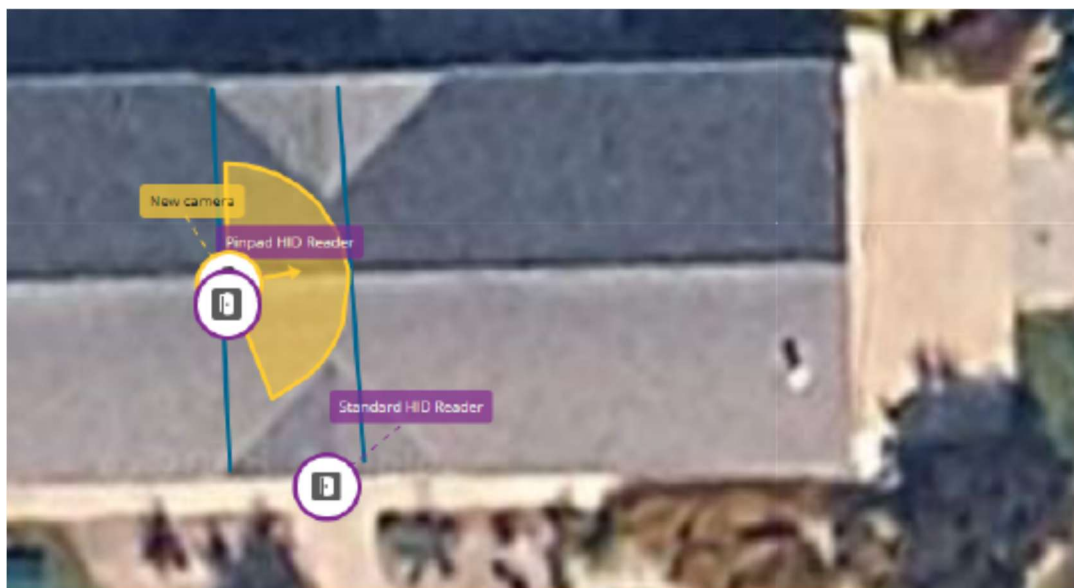
River Barn Sommers Pavilion – Access Control



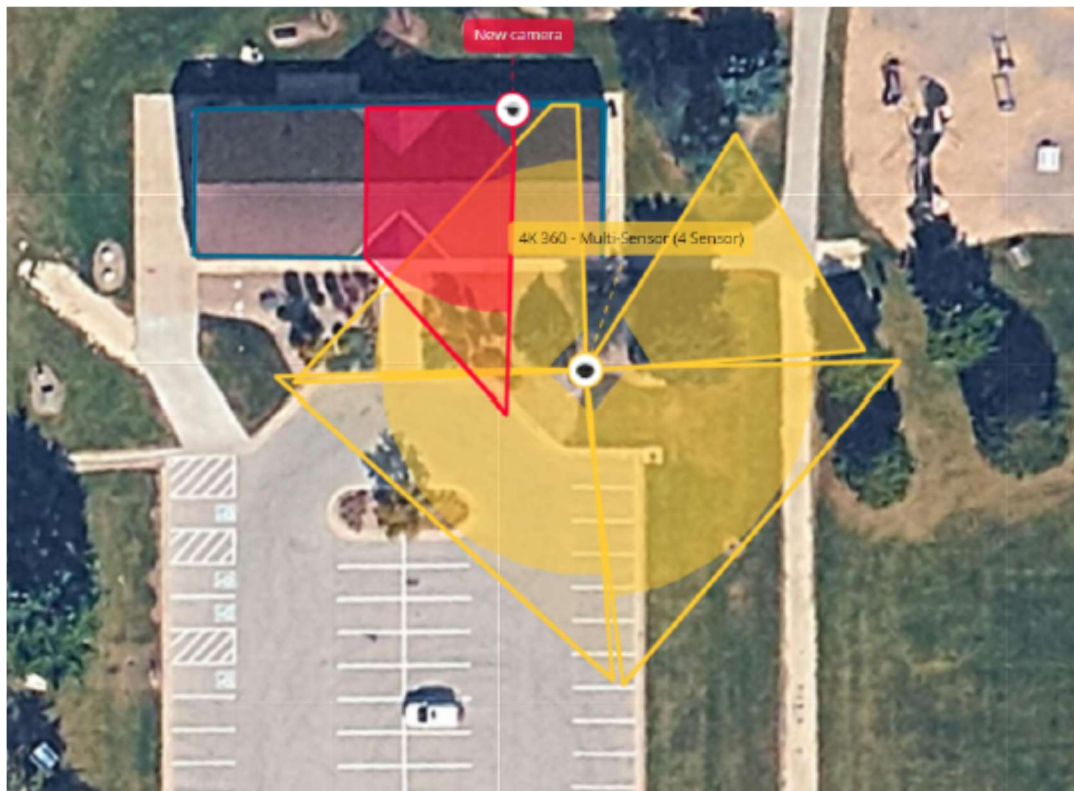
Reuter Pavilion - Cameras



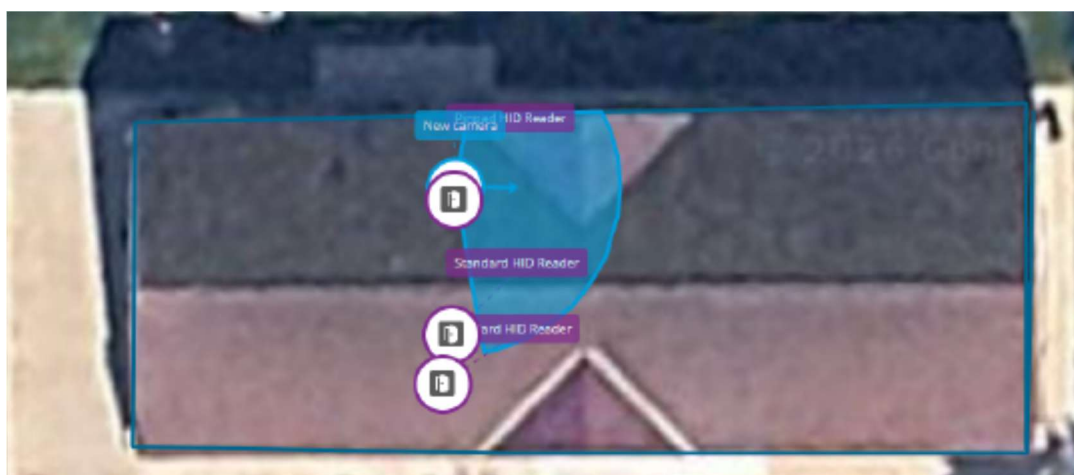
Reuter Pavilion – Access Control



Rotary South Pavilion – Cameras



Rotary South Pavilion – Access Control





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Public Works

TO: Public Works Committee
FROM: Kristen Lundeen, Director Public Works/City Engineer
DATE: August 12, 2026
SUBJECT: Review of City of Mequon's Code of Ordinances Related to Boards, Committees, and Commissions

The City is undertaking a review of the Code of Ordinances provisions governing boards, committees, and commissions to ensure these bodies continue to operate effectively, have clearly defined roles and responsibilities, and align with the needs and operations of the City. Please see the attached letter from Assistant City Administrator Wolff.

At the meeting, the Park and Open Space Board should review and provide feedback on the following topics:

1. Meeting frequency and scheduling
 - Is the current meeting schedule appropriate for the committee's responsibilities?
 - Are there opportunities to improve efficiency or member participation?
2. Quorum and attendance requirements
 - Are current quorum requirements appropriate?
 - Are attendance expectations clear and workable?
3. Powers and duties
 - Are the current responsibilities clearly defined and reflect current practice?
 - Are there any duties that should be added, removed, or clarified?

The ordinances governing the Park and Open Space Board can be accessed on the City's website, or attached to this memo.

Attachments:

Municipal Code Review Request Memo to Staff Liaisons 6.16.26, Sec. _2_23.
Standing_committees (4) Public Works Committee



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Division of Human Resources

To: Staff Liaisons to City of Mequon Boards, Committees, and Commissions

From: Jessica Wolff, Assistant City Administrator

Date: June 16, 2026

Re: Review of City of Mequon's Code of Ordinances Related to Boards, Committees, and Commissions

The City is undertaking a review of the Code of Ordinances provisions governing boards, committees, and commissions to ensure these bodies continue to operate effectively, have clearly defined roles and responsibilities, and align with the needs and operations of the City. In 2021 and 2022, the Public Welfare Committee discussed and recommended amendments to Chapter 2: Article II - Common Council and Article IV - Departments and Agencies of the City's Code of Ordinances. The amendments primarily related to committee referrals, voting rules, mayoral responsibilities, and City Administrator responsibilities. The relevant ordinance sections are available at the following links:

[Article II: Common Council](#)

[Article IV: Departments and Agencies](#)

[Article IX: Boards, Commissions, and Committees](#)

At its April 14, 2026 meeting, the Public Welfare Committee directed staff to resume a review of the City's Code of Ordinances related to the roles and responsibilities of boards, committees, and commissions. As part of this review, staff is requesting input from each board, committee, and commission regarding its current structure, responsibilities, and operations. Staff request that this matter be discussed at a regularly scheduled meeting and that each body provide feedback to their respective staff liaison no later than **September 30, 2026**.

The following topics are provided for discussion:

1. **Meeting frequency and scheduling**
 - Is the current meeting schedule appropriate for the board/committee/commission's responsibilities?
 - Are there opportunities to improve efficiency or member participation?
2. **Quorum and attendance requirements**
 - Are current quorum requirements appropriate?
 - Are attendance expectations clear and workable?
3. **Powers and duties**
 - Are the current responsibilities clearly defined and reflect current practice?
 - Are there any duties that should be added, removed, or clarified?

4. **Opportunities to merge or consolidate with another standing committee**
 - Are there opportunities to improve efficiency by combining responsibilities with another board, committee, or commission?
5. **Additional considerations**
 - Are there any other operational, procedural, or compliance-related issues that the Public Welfare Committee should consider?

I will compile the feedback and present it to the Public Welfare Committee in October for consideration and discussion. Please contact me if you have any questions.

Thank you for your assistance with this project.

Sec. 2-23. Standing committees.

The common council shall have the following four standing committees:

(4) *Public works committee.*

- a. Except as otherwise specifically delegated by this code or state law, the public works committee shall consider matters involving roads, municipal buildings, parking lot and grounds maintenance, sidewalks, public lighting, stormwater, engineering and similar matters.
- b. Except for matters directed by the mayor to the committee of the whole or to another committee, matters coming before the common council from the following citizen committees shall first go to the public works committee to the extent that such matters require standing committee review:
 1. Architectural board.
 2. Joint Mequon-Thiensville Bike and Pedestrian Way Commission.
 3. Mequon Nature Preserve Board of Directors.
 4. Park and open space board.
 5. Planning commission (text amendments and other matters which are primarily related to architecture, parks, public works projects and policies or trees).
 6. Tree board.

(Ord. No. 2021-1597, § I, 9-14-2021)



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Engineering

TO: Public Works Committee
FROM: Cole McCraw, Assistant City Engineer
DATE: August 12, 2026
SUBJECT: Discussion Regarding Commission Preferences on Treatments to the Mequon Road Bridge over the Milwaukee River

Background

The Bikeway Commission requested an agenda item to discuss Commission preferences for treatments to the Mequon Road Bridge over the Milwaukee River. The Commission members and members of the community have expressed concerns with the proximity of the sidewalk and, in turn, pedestrians and bicyclists, to the edge of the travel lane. The concern is primarily on the north side of the bridge where the right-turn lane is close to the sidewalk. The included letter contains more detail of the concern.

Staff reached out to WisDOT for more information on this issue. WisDOT staff requested a formal letter from the Commission that outlines information about why this area needs to be improved, which could include any relevant survey results, studies, etc. The letter would be forwarded to WisDOT's bike and pedestrian staff. City staff recommends the letter be acknowledged by the Public Works Committee prior to sending it to WisDOT since this issue has been discussed in the past by elected officials.

The Bikeway Commission discussed preferences for treatments at this location and the contents of the letter, which is being forwarded to Public Works Committee due to this issue being previously discussed several years ago.

Analysis

The Bikeway Commission drafted the included letter to be sent to WisDOT. Since this issue had been previously discussed by elected officials, staff recommended that Public Works review the letter prior to sending to WisDOT staff. If the Public Works Committee has any substantial changes or comments, they can be brought to the next Bikeway Commission meeting for discussion. Staff will transmit the letter to WisDOT staff if there are no comments from the Public Works Committee.

Any treatment or signage within the WisDOT right-of-way will require approval and a permit from WisDOT. Depending on the response from WisDOT, planning or other staff may need to review and approve the request to ensure conformance with Town Center standards or other

planning efforts. WisDOT will not likely allow treatments that add weight to the bridge deck.

Fiscal Impact

There is no fiscal impact for this item. Any treatments recommended will likely be a City cost, but the purpose of this letter is to determine what WisDOT will allow rather than choosing a final treatment. Expenditures requiring further approvals will be brought through Public Works Committee for approval or recommendation.

Recommendation

There is no staff recommendation for this item.

Attachments:

Bikeway WisDOT Letter

To: WisDOT Bike and pedestrian staff

Subject: State Highway 167/Mequon Road and Milwaukee River bridge

Background:

In early 2024, the Joint Thiensville-Mequon Bike & Pedestrian Way Commission authorized a master plan to coordinate the development of pedestrian and bicycling facilities throughout the communities. Graef consultants completed the plan which was adopted by both communities in early March, 2025.

The plan included a detailed assessment of existing facilities as well as results of a public feedback survey including recommendations for a bicycle and pedestrian facility network with policies and programs. It should be noted that the recommended facilities were derived from numerous sources including FHWA, AASHTO, and NACTO (ref. page 34 of Graef report). The report also recommends that WISDOT be consulted for detailed guidance on facility selection. (page 44)

Mequon-Thiensville Demographics and Geography Factors:

The combined population of the communities is nearly 30,000 with approximately half of this population residing on each side of the Milwaukee River. Hwy 167 (Mequon Road) and the Milwaukee River bridge is the major connection between the east and west sides of the river. Speed limits along this major corridor vary from 35 to 45 MPH, with traffic volumes exceeding 23,000 vehicles per day. (ref - report page 43)

Public survey results:

Survey respondents were asked in which specific corridors they would like to see bicycle and pedestrian improvements. The number one corridor cited was Mequon Road with nearly twice as much support as any other option. The following direct quote represents typical responses “Unsafe for cyclists, yet it is the main way to cross the river or go east/west” (ref page 10 of Graef report)

Graef recommendations – Mequon Road

The report prioritizes improvements on this corridor given the high level of activity. It recommends a buffered bike lane and/or cycle tracks be considered for the extents of Mequon Road, acknowledging that due to the complexity and jurisdictions, the appropriate facility type may change. It also recommends coordination with WISDOT. (report page 48) It acknowledges that the existing roadway does not meet the minimum bike facility requirements given the speed, traffic volumes, and curbing. Until these improvements can be implemented, the only option for bicyclists and pedestrian travel is to use the 5 ft. sidewalks for, even though the 5 ft. width falls short of the minimum recommended width of 8 ft for a shared use path. The sidewalks on the bridge are particularly hazardous because a bicyclist or pedestrian falling off the sidewalk is likely to land directly in a lane of traffic. Note - The Mequon ordinance permits bicycles on sidewalks. (ref – attachment)

Graef Recommendations – Mequon Road Bridge

The report acknowledges that neither the narrow sidewalk with high curbs, nor the current roadway is safe for bicycling. It recommends adding a buffered bike lane to the existing outside lane with yellow paint stripe to improve visibility for pedestrians to the high curb. (report page 50)

Short-Term Commission Recommendations:

The Commission supports the Graef report recommendations but recognizes that some of the suggestions may not be feasible in the short-term. Because this bridge crossing poses a safety concern, the Commission recommends immediate implementation of the following short-term measures to improve safety and accommodate continued use of the narrow sidewalk for 2-way pedestrian and bicycle use.

- Add signage on both ends of the bridge structure advising that bicyclists to walk their bikes on the bridge sidewalks. Sign placement on the north side of the bridge would require WISDOT approval, as it would be located on state right-of way. The south side signage could be located on private property. (See suggested sign language attached)
- Add yellow curb pavement marking to the edge of the sidewalks to warn bicyclists and pedestrians of the drop-off into traffic lanes.
- Add a railing or similar barrier to prevent bicyclists and pedestrians from falling off the high curb into traffic.

Summary:

The Commission requests that WISDOT review the Graef master plan report and recommendations regarding the suggested bicycle/pedestrian facility improvements. We also ask for your input as to how we may proceed to implement the Commission's short-term recommendations for bridge crossing safety.

Jim Doornek, Chairman

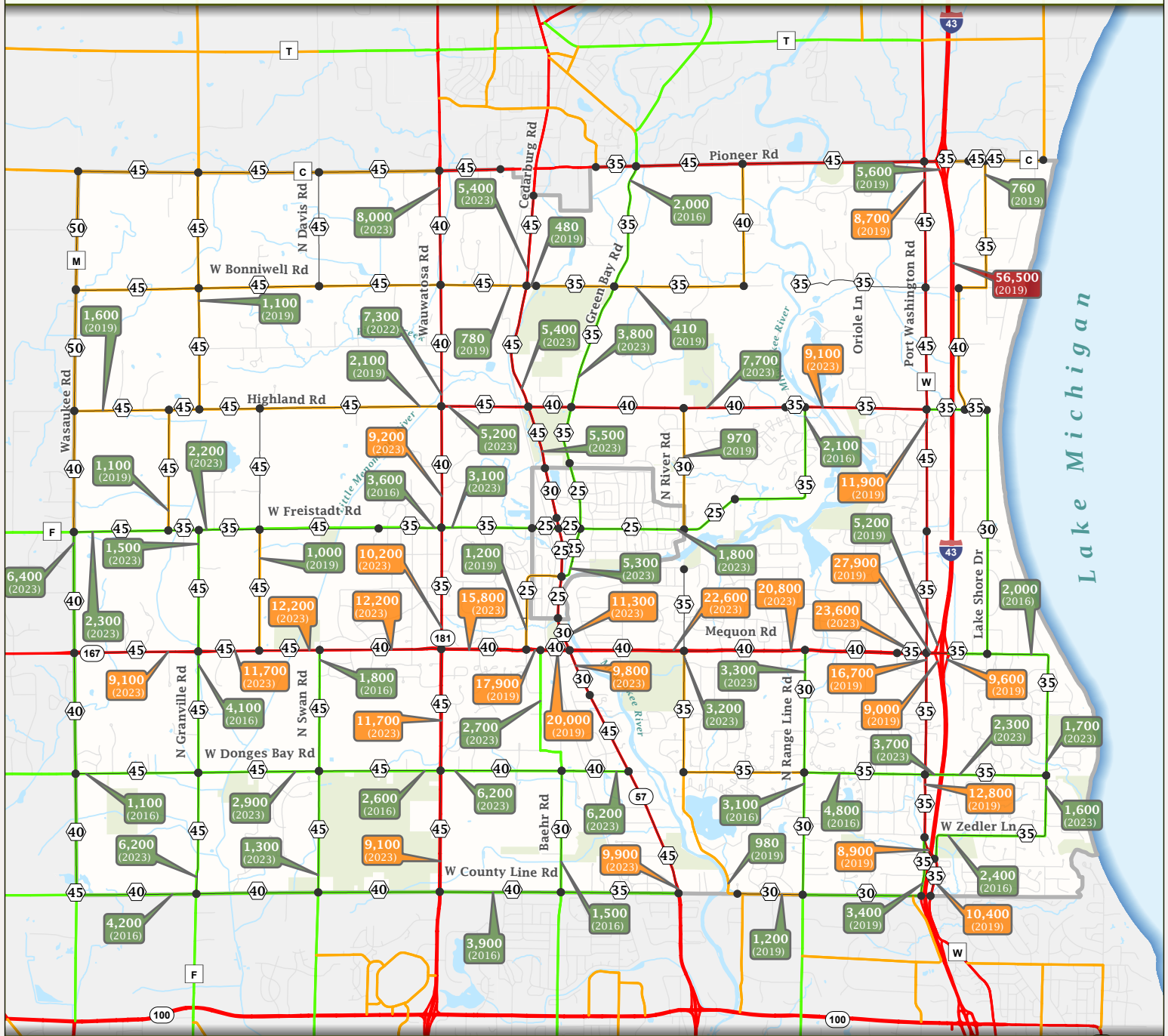
Ken Maciolek, past Chairman

Joint Mequon – Thiensville Bike and Pedestrian Way Commission

Bicycle Facility Types There is a wide variety of facility types that are appropriate for different contexts. Below is a brief overview and description of the primary types of facilities that appear in this plan. The facility type definitions are derived from a number of sources including the Federal Highway Administration's (FHWA) Small Town and Rural Multimodal Networks publication, the American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities, and the National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide.

Bicycle Facility Types There is a wide variety of facility types that are appropriate for different contexts. Below is a brief overview and description of the primary types of facilities that appear in this plan. The facility type definitions are derived from a number of sources including the Federal Highway Administration's (FHWA) Small Town and Rural Multimodal Networks publication, the American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities, and the National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide.

Bicycle Suitability

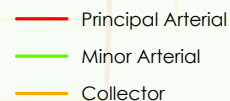


Legend

Annual Average Daily Traffic



Roadway Classification



Speed Limit Segment

GRaEF

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



1.2

Miles

1 in = 1.2 mi

Corridor Improvements

Respondents were asked in which specific corridors they would like to see pedestrian and bicycle safety improvements. They were then given an opportunity to explain what they desired. The number one corridor for Mequon residents was Mequon Rd with nearly twice as much support as any other option. On the other hand, Thiensville residents indicated Freistadt Rd, Green Bay Rd, Cedarburg Rd, Mequon Rd, Highland Rd, and the OIT roughly equally.

Rank	Street Name	%
1	Mequon Road	58.8%
2	Cedarburg Road	36.4%
3	Ozaukee Interurban Trail	33.6%
4	Highland Road	33.3%
5	Green Bay Road	32.2%
6	Freistadt Road	30.8%
7	Donges Bay Road	27.4%
8	Port Washington Road	22.6%
9	Wauwatosa Road	19.8%
10	Range Line Road	19.3%
11	Lake Shore Drive	18.1%
12	River Road	15.8%
13	County Line Road	13.8%
14	Swan Road	8.2%
15	Bonniwell Road	7.6%
16	Pioneer Road	6.8%
17	Granville Road	4.8%
18	Division Street	4.8%
19	Wasaukee Road	4.2%
20	Buntrock Avenue	3.7%
21	Farmdale Road	3.1%

Both Division Street and Buntrock Avenue were not given as options, but several submitted them in the "other" portion of the question.

Corridor Improvements Sentiments

Mequon Road:

Respondents seem to view Mequon Road as very dangerous for pedestrians and cyclists. They dislike the volumes of traffic, and the high speeds. The existing infrastructure is deemed as either too narrow or not effective at enabling non-motorized traffic. There is strong desire to see an improved bicycle facility along this corridor as well as slower motorized traffic.

Direct quotes:

- ... "Unsafe for cyclists, yet it is the main way to cross the river or go east/west."
- ... "This road is so fast and busy that I would never try and bike in the street."
- ... "Impossible to cross walking, few intersections have lights."

Cedarburg Road:

Respondents seem to view Cedarburg Road as a great street to be on- if only they could access it safely. There is strong desire to have the street be more welcoming to access the businesses, but several respondents acknowledged the fact that the Interurban Trail runs adjacent to the street. There were many comments on possible infrastructure improvements.

Direct quotes:

- ... "Lots of activity there. Would be nice to access more safely."
- ... "...Interurban Trail is good alternative."
- ... "The intersection at Mequon Road could be improved..."

Mequon Road/STH 167 Extents: Wasaukee Rd to Lake Shore Dr (east terminus) A buffered bicycle lane and/or cycle tracks should be considered for the extents of Mequon Road. Given the complexity and jurisdiction of the roadway, the appropriate facility type may change across the extents. Bicyclist protection and separation from mixed vehicular traffic and pedestrian traffic should be prioritized given the high level of activity. Planning Considerations: •Due to the complexity of designing bicycle facilities along Mequon Rd, the West Mequon Neighborhood Bicycle Boulevard (above) has been identified as a supplementary route that connects destinations in lieu of dedicated bicycle facilities between Swan Rd and the Ozaukee Interurban Trail. While facilities on both Mequon Rd and the West Mequon Neighborhoods Bicycle Boulevard are desirable, only one needs to be prioritized to create a complete bicycle network. •Because it is a state-owned highway, coordination with WisDOT is needed to design the appropriate facilities for Mequon Rd

Sec. 82-93. Riding bicycles on sidewalks permitted.

Any person may operate a bicycle on sidewalks and pedestrian ways in the City of Mequon, subject to the following:

- (1) *Rules of the road.* "Rules of the road" for bicycle operation on sidewalks and pedestrian ways are as follows:
 - a. Every person operating a bicycle pedestrian way shall yield the right-of-way to any pedestrian and shall exercise due care and give an audible signal when passing, a bicycle rider or pedestrian proceeding in the same direction.
 - b. Persons operating bicycles shall ride in single file.
 - c. Bicycles shall be operated at a moderate speed when no pedestrian is in the area and at a slow speed when pedestrians are present.
 - d. A person propelling a bicycle shall ride on or astride a regular seat permanently attached to the bicycle.
 - e. A bicycle cannot be used to transport more persons at one time than it was designed to accommodate, except that an auxiliary child seat or trailer designed to be attached to the bicycle may be used to transport a child if the seat or trailer is securely attached to the bicycle according to the directions of the manufacturer of the seat or trailer.
 - f. A person operating a bicycle shall not carry anything if it prevents the person from keeping at least one hand upon the handlebars.
 - g. No person operating a bicycle upon the public sidewalks or pedestrian ways shall participate in any race or speed or endurance contest with any other vehicle.
 - h. Every person operating a bicycle upon a public sidewalk or pedestrian way shall stop for all arterial highway and automatic traffic signals.
 - i. Every person propelling, operating or riding a bicycle upon a public sidewalk or pedestrian way shall be subject to the provisions of all city ordinances and state laws applicable to the operator of any vehicle, except those provisions which, by their nature, would have no application.
- (2) *Certain sidewalks and pathways limited to pedestrian use; determination of limited use.* The common council may from time to time determine that because of location, condition, alignment or topography, certain sidewalks and pathways shall be limited to pedestrian use only. When such a determination is made, appropriate signs shall be erected by the city along the sidewalk or pathway specifically prohibiting the use of bicycles or roller skates, skateboards, rollerblades, coaster wagons, scooters or any similar wheeled recreational devices or equipment that the common council may determine should not be permitted on said sidewalk or pathway.
- (3) *Penalties.* Any person violating this section shall be punished by a forfeiture not to exceed \$50.00.

(Code 1957, § 12.125)

State law reference(s)—Authority to allow vehicles on sidewalks, Wis. Stats. § 346.94(1); bicycles on sidewalks, Wis. Stats. § 346.804.



5898 WI-57

Mequon road bridge over Milwaukee river



Image capture: Aug 2025 © 2026 Google



Mequon Road Bridge The bridge spanning Mequon Road over the Milwaukee River includes narrow sidewalks, high curbs, and wide outside lanes. There are opportunities for short-term and long-term safety improvements on this bridge to make it safer and more appealing for pedestrians and bicyclists. The narrow sidewalk makes it desirable to separate bicyclists and pedestrians, but the current roadway is also not appealing for bicycling. A buffered bike lane is recommended within the existing space in the outside lane to provide protection for cyclists and a buffer to pedestrians. The narrowing of the outer lane should also encourage slower travel speeds from the constrained roadway. Because the existing sidewalk is too narrow for a barrier element, yellow paint is recommended for the curb line to improve visibility for pedestrians to the high curb. Planning Considerations: •Four (4) ramps on/off the sidewalk to the section of buffered bike lane should be provided on each end of the bridge to allow bicyclists to leave/return to the sidewalk. •Coordinate with WisDOT to review designs and funding considerations for the recommended improvement beyond scheduled mill and resurfacing.

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⏏ Change space between lines of text

Second Message



Font:
HighwayC

▶ Choose Arrow (optional) ?

No Arrow



Change arrow size :



▶ Sign and Text Color ?

Select a color for your sign.



Enter text on the left panel to start designing



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Save



Adjust Text ?

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3M Engineer Grade Reflective Alum. material:

\$28.76 for 1 Sign

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4.5

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**Public Works Committee
2026 Work Plan (August 12, 2026)**

Month	Agenda Topics
August	- Resolution: A Resolution Approving Award of a Contract for the Installation of Municipal Wi-Fi, Security Cameras, and Keyless Entry Systems at the Rotary Park and River Barn Park Pavilions to Advanced Technical, LLC of New Berlin, Wisconsin in the Amount of \$147,544 - Review of City of Mequon's Code of Ordinances Related to Boards, Committees, and Commissions - Joint Mequon-Thiensville Bike and Pedestrian Way Commission Letter to WisDOT Regarding Treatments to the Mequon Road Bridge over the Milwaukee River
October	<i>Tentative:</i> Discussion: Enterprise Lease Annual Report
November	<i>Tentative:</i> Discussion: Road Program Recap

Future Agenda Topics

- DPW Division Annual Report Presentations
- Policy language for structures (i.e. Little Free Library) within the building setback
- Update to Standard Specifications for Land Development

2026 Completed Items:

- Resolution: Authorizing Termination of the City's Existing Contract and Award of the Contract to Vanguard Cleaning Systems* <i>*Forwarded to Common Council without action due to lack of a quorum</i> - Resolution: Authorization of Various Vendors in Excess of \$25,000 - Resolution: Authorizing a Donation and Dedication Agreement with Mequon Mayhem for Dug Out Covers at River Barn Park - Resolution: Authorizing a Donation and Dedication Agreement with Mequon Heat for Dug Out Covers at Rotary Park - Resolution: Approving Award of the Contract for the Construction of Streetscaping Elements Along Port Washington Road and Construction Administration Services - Resolution: Approving Award of the Lake Shore Drive Reconstruction Phase One Contract - Resolution: Awarding a Three-Year Landscape Maintenance Contract for Road Medians	- Resolution: Approving the Purchase of a Universal Snowplow & Wing Package, Salt Spreader, Truck V-Box, and Wedge Brine Tanks with High Capacity Brine Anti-Icing System - Resolution: Awarding the 2026 GSB-88 Bituminous Road Sealing Contract - Resolution: Awarding the 2026 Crack Sealing Contract - Resolution: Approving the Following in Connection with Replacement of a 2004 Dump Truck: A) A 2026 Ford Super Duty F-600 Chassis; and B) A Henderson Mark III Dump Body and Hoist with Related Equipment - Resolution: Ratifying an Agreement for Implementation of Asset Management Software - Fiesta Lane drainage CIP item closeout/conclusion - Drainage CIP Prioritization - Resolution: Authorizing an Agreement for Electronics Collection and Recycling at DPW
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