



Mequon/Thiensville Bike Pedestrian Commission
Friday August 28th, 2015 at 9:15 a.m.
Mequon City Hall, Administrative Conference Room

MINUTES

Current Member Listing –

City of Mequon:

Terence Mooney, Kristin Wade, Carol Leonard (**Chairperson**), Robert Lengh Ald. Strzelczyk

Village of Thiensville:

Daniel Waschow, John Treffert, John Liegeois

1. Call to Order, Roll Call

The meeting was called to order at 9:20 a.m. by Chairperson C. Leonard. Those present were T. Mooney, J. Treffert, J. Liegeois, K. Wade and Ald. Strzelczyk. Absent were R. Lengh and D. Waschow.

2. Review Minutes of June 5th, 2015.

Discussion: C. Leonard asked if there were any comments on the minutes of June 5th. J. Treffert moved to approve. C. Leonard second. A voice vote was called and the motion passed 5-0 with 2 absent.

RESIDENT CORRESPONDENCE / PERSONS WISHING TO BE HEARD

3. Resident Concerns

1. John Pienkos

2. George Coulter, Thiensville Business Renaissance Group

1. Discussion: C. Leonard reminded everyone that at our last meeting Mr. Pienkos came to the meeting with a petition signed by residents in his area about putting in a bike path along the railroad corridor between Bayside and Mequon, which would be east of Port Washington Road. We agreed to do some more digging into it and take things under advisement and that information was included in your packet. Mr. Pienkos sent us an e-mail with some additional information from the railroad company. Kristen Lundeen, Director of Public Works, also responded to Mr. Pienkos e-mail which is included for your review as well. Mr. Pienkos asked Bayside if they would be in favor of the path and they replied that Bayside would be in favor if Mequon was in favor. C. Leonard said that at the time of our last meeting we did not know what the I-43 corridor would look like. It's not the best place to bike and could be made safer. J. Keegan stated that he had talked to Mr. Pienkos and discussed his proposal with the Engineering Department. It would be a good link. The railroad corridor would be a challenge, and the first steps have been taken by Mr. Pienkos by seeing what could be done for that. It would be a great link to have with a shared used path. J. Keegan commented further that he recently meet with the Department of Transportation to talk generally about the whole I-43 corridor. They brought us the latest plans to share with the group showing a proposed shared used path along Pt Washington Rd. J. Keegan also stated that there would be some further changes as the DOT is proposing that County Line Rd becomes a full access interchange. Right now it's a N. bound off, S. bound on, their proposing ramps. The City is not real happy with that. Ald. Strzelczyk stated that Council has pushed and requested to keep it as is, but the DOT stated that is was all or none. We're still discussing that. He did say that there is budget for bike lanes in both directions. J. Keegan explained that starting at the south end the shared used path and continuing to the north would essentially provide the same link that Mr. Pienkos is looking at. It would be a 10 ft. wide asphalt shared used path, constructed by the state with state and federal money with no cost to the city. It would connect up with Port Washington Road at about the Elizabeth Residence; the assisted living

facility. Sidewalk and then on street bike accommodations, then at Laramie it would become that 10 ft. shared used path separated from the roadway. The DOT is showing that part of their traffic argument is that if you get that full access interchange at County Line Road you can actually drop a lane of roadway out here. Right now its a 4 lane roadway and traffic doesn't warrant it being a 4 lane roadway. Their showing it becoming a 2 lane roadway, thereby allowing for the additional space for a share used path, which would continue up to County Line Road and then north of County Line Road, it would knock down the narrower sidewalks at County Line Road to the east, but then going north of County Line Road continuing as a shared use path all the way up to Katherine Drive up north to Zedler Lane. At Katherine Drive it reduces and you get on street bike accommodations and then you get an asphalt sidewalk. K. Wade asked about the bridge accommodating bikes the other way. J. Keegan said that the DOT is subject to the Trans 75 requirements. The laws have changed a little and so we're not certain how that will affect anything yet. They still show bike and sidewalks going across the bridge in both directions. There will be a light for children to push to get across the road. The I-43 project has been pushed back for another two years and isn't projected until 2022.

J. Treffert moved that we focus on the I-43 construction plans and that anything regarding the railroad would be tabled. K. Wade second the motion. C. Leonard called for a voice count. The motion carried 5 to 0 with 2 absent.

J. Keegan stated that Mr. Pienkos would be coming back in to engineering, and J. Keegan said he would show him the plans and that the plans would be funded through the State and Fed.

2. George Coulter- Thiensville Business Renaissance Group

Discussion: C. Leonard stated that Mr. Coulter from the Renaissance Group is not here today so we will keep moving on.

REGULAR BUSINESS

4. Priority Information List – C. Leonard

Discussion: C. Leonard stated that Item 1 OIT Relocation has been completed and can be removed from the list. J. Keegan added that Item 9 Donges Bay Rd-4' lanes-Lake Shore Dr. to Pt Washington Rd can also be removed from the list. C. Leonard asked if there was anything else on the list that could be removed or shifted around. James replied that these are the two that were taken care of this year. Ald. Strzelczyk asked about Item 2 – Green Bay Rd-4' lanes-From Lake Bluff to Highland Rd. J. Keegan said that Green Bay Rd is in rough shape and they are well aware of it. We are looking at getting it in the road program for the foreseeable future. It's a matter of funding and what we will be able to do with it. We haven't started the 2016 road program yet, but I'm sure that it will be brought up. C. Leonard asked about Item 14 County Line Rd-4' lanes Cedarburg Rd to Swan Rd. Ald. Strzelczyk state that the project got a late start and is funded with Milwaukee and will include bike lanes. K. Wade asked to go back to Green Bay Rd and asked about getting to Highland Rd because then people could get to the OIT rather than focusing on both. Ald. Strzelczyk said that currently you have some people riding 2 ft. into traffic because you can't ride closer to the shoulder with a road bike. There are holes in the shoulder that make it unsafe. He received complaints about the 2 wide and 3 wide riding down the middle of the road on a double yellow line. He is requesting that maybe Highland Rd is one stopping point but looking all the way up to Bonniwell at the minimum. There are a lot of residents up there and the kids can't get to other areas. There are three subdivisions on Bonniwell and is an access point to Pioneer and then also another access point to get down to Pt Washington. J. Keegan agreed that it is in rough shape, a parallel route, Cedarburg Road, we looked at that this year and applying for STP Urban which is a state program that funds a portion of construction, but found that we can do it cheaper in house. Green Bay Road, we might be looking to the County to get some LRIP which is another funding; we might be trying to get some funding through that, it's a long main road and will be expensive to reconstruct or mill and overlay or whatever

we are going to be doing there. Cost will become part of the discussion. We will be aware of this being on the list. H. Ward reminded everyone that the main push was to get to Highland Road so people could access the OIT. There was a lot of objection to widening any further north of there because of the historical value of that road the way it is. The reason it is only going to Highland is to that one thing. It would be a whole other line item if you say you wanted to widen it further north. J. Treffert also asked that when we maintain this list that at the bottom we have a section that says accomplished.

C. Leonard motioned to remove Items 1 and 9 from the list; we will move Item 14 to #2 and it will happen or it won't; current #2 change to 2b from Highland to Pioneer; and add completed projects to the bottom of the list. J. Treffert second. Discussion: J. Keegan said it sounds like there are some legitimate constraints from Highland to Pioneer. H. Ward replied yes. It's kind of a Historic road and there was a lot of discussion that it would take away the ambiance of that road if that was widened. It's not a rustic road. K. Wade asked if there was something that we were aware to maintain a certain way. J. Keegan said it was just another road to maintain. There was no special designation. J. Liegeois said there is a sign that says something about riding single file. K. Wade asked what criteria the city uses when they review the road. J. Keegan said we look at the pavement condition, cost to reconstruct. It's hard to say what we will factor in and certainly we will look at this list. J. Treffert said that to maintain the credibility of the list that additional Green Bay section should be placed toward the bottom of the list. T. Mooney moved to amend the motion to moved Item 2b Green Bay Road – 4' lanes – From Highland to Pioneer to Item 28 on the list.

C. Leonard amended the motion as follows: Remove Items 1 and 9 from the top of the list and place at the bottom under Completed Projects. We will move item 14 County Line Road- 4' lanes Cedarburg Rd to Swan Rd to #2 because it is in process. Add Item 28 Green Bay Road 4' lanes - from Highland to Pioneer. A voice vote was called and the motion passed 5-0 with 2 absent.

5. OIT Improvement –

a. Bonniwell Substation Revision - James Keegan

Discussion: J. Keegan stated that this project is now complete. C. Leonard asked to have it removed from the list. K. Wade motion to remove the OIT from the list. The motion was seconded by T. Mooney. A voice vote was called and the motion passed 5-0 with 2 absent.

6. Signs

Branding Committee – J. Treffert

Discussion: J. Treffert noted that there is nothing going on at this point. C. Leonard motioned to have it removed from the list. The motion was seconded by K. Wade. A voice vote was called and the motion passed 5-0 with 2 absent.

7. Interconnecting Trails – J. Treffert

a. Signage

b. Trail marking

Discussion/Approval: J. Treffert said that these were the little trails that go between the subdivisions. T. Mooney said that these were signs that said dead end road. We want to indicate that this dead ends for autos but they were open for bikes and pedestrians. C. Leonard stated that we have determined a list and we determined that it would cost \$2,500 dollars but there is no budget for this. So we were looking for ideas such as fund raising to cover the cost. J. Keegan refreshed everyone that the City contacted TAPCO a company that makes signs and they gave us a quote to make the signs and install. Ald. Strzelczyk suggested recommending this as budget item to Council. Budget meetings start next week. The Committee makes a recommendation in their request add it to the agenda item.

K. Wade made a motion that we asked Council for \$2,500 to pay for the signs. T. Mooney seconded that motion. C. Leonard called for a voice vote and the motion passed 5-0 with 2 absent.

8. Bike Racks – C. Leonard

Discussion/Approval: C. Leonard stated there wasn't an update at this time but hoped to have something at our next meeting.

9. Education – K. Wade & J. Krueger

a. Share and Be Aware

Discussion/Approval: K. Wade stated that at our last meeting we brought up the cost for the majority of the items for Share and Be Aware. Share and Be Aware can do items at events that are free. J. Liegeois said that at our last meeting we had also talked about helping teacher John Krueger at Homestead. He teaches bike safety and does that as part of one of his classes.

10. Park Board & Bike Commission Joint Meeting-C. Leonard

Discussion/Approval: C. Leonard stated that there was no new action at this time.

Ald. Strzelczyk made the recommendation that maybe at the next meeting we put something on the next agenda about Mountain Biking. H. Ward suggested that he speak to Andrew Struck at the County to see what progress they have made on their Mountain Biking Trail. They already have the funding and everything for it. J. Treffert suggested that either Andrew or one of his representatives attend one of our meetings and present what they are doing. K. Wade made a motion to add Mountain Biking as an agenda item. T. Mooney second. A voice was called and the motion passed 5-0 with 2 absent.

11. Other Business

a. Website: mtoutdoors.org – K. Wade

1. Update

Discussion/Approval: K. Wade this item can be considered complete.

b. Disconnects – A. LaFond

Discussion/ Approval: J. Treffert explained that Andy LaFond went out about 6 weeks ago and tried to use the site, but there were some disconnects (links) and sent me some e-mails which need to be checked out. J. Treffert said he would check on them for the next meeting.

Next meeting: October 2th, 2015.

13. Adjourn

J. Treffert moved to adjourn.

K. Wade second.

A voice vote was called the motion passed 5-0 with 2 absent.

The meeting adjourned at 10:20 a.m.

Dated: September 14, 2015

/s/ Carol Leonard, Chairperson

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.