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Public Works Department

Joint Mequon-Thiensville Bike and Pedestrian Way Commission

Thursday, March 1, 2018

8:00 AM

Administration Conference Room

Minutes

1. Call to Order, Roll Call

Present:

Commissioner Ron Heinritz
Chair Carol Leonard
Commissioner John Liegeois
Vice Chair T. Azinger

Absent:

Commissioner Kristin Wade
Commissioner Maggie Sewart
Commissioner Janice Druetzler-Katz

Also present were Assistant City Engineer Bridget Henk and Administrative Secretary Barb Vento

2. Approval of Meeting Minutes

a. Chair Leonard made a motion to approve the minutes of March 1, 2018

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

MOVED BY: Chairman Leonard

SECONDED BY: Commissioner Heinritz

AYES: Heinritz, Leonard, Liegeois, Azinger

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.

Chair Leonard noted that there were no resident communications.

4. Discussion/Action Items

a. Ozaukee Interurban Trail Crossing at Donges Bay Rd.

Chair Leonard noted that she along with Commissioner Heinritz and Commissioner Wade attended the Public Works meeting on February 13, 2018. Chair Leonard stated that Public Works had passed a binding resolution back in 2016 that it would be 5 ft shoulders. There wasn't an option to change or even add it to the turn lanes, which is the Commission's preference.

Assistant City Engineer Henk said that this would stay on the agenda until the Donges Bay Road Project goes to bid.

Today's discussion was intended to center on the actual crossing and the alignment of the crossing. There are two scenarios which are very similar, one a perpendicular crossing to the road or two, parallel to the tracks. Vice Chair Azinger asked if there was sufficient easement to make it perpendicular to the road and to make a strong curve prior. Assistant City Engineer Henk showed a drawing of the crossing marked to indicate as it would be parallel to the tracks. Vice Chair Azinger said that he liked the perpendicular to the road as this would encourage a slow down before they cross the road. Assistant City Engineer Henk said the intent of bringing this to the Bikeway meeting is to get your preference on which one it is and then we will still have to take it to Ozaukee County and get the preferred option. Chair Leonard said either one is tough to make the turn; it's how are they going to cross the road. Commissioner Heinritz said it's how we get people to slow down when they approach the crossing. Assistant City Engineer Henk said they are going to put the signage in the way, otherwise bikers may just decide to ride through it so rather than giving them an option we're putting a physical barrier in the way.

1. Chair Leonard made a motion to recommend that the crossing across the road be perpendicular to the road.

Chair Leonard said that she did talk to Susan Gagainis prior to last months meeting and she was pretty vague. One of the things she was concerned about was that bicyclists don't stop and motorists who don't slow down enough for the upcoming crossing. The signs seem to be set back somewhat far but that may be due to setback requirements. Assistant City Engineer Henk said that signs are regulated on distance by the manual on Uniform Traffic Control Devices. Chair Leonard said that there are three viewable stop signs at Donges Bay in different sizes as well as painted on the ground. Chair Leonard said she would follow-up with both Susan and Tim Grube to let them know that its a design plan.

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

MOVED BY: Chairman Leonard

SECONDED BY: Commissioner Azinger

AYES: Heinritz, Leonard, Liegeois, Azinger

2. Ozaukee Interurban Trail Crossing at Donges Bay Rd

b. Ozaukee Interurban Trail Crossing at County Line Rd.

Chair Leonard said that it had been tabled because we wanted to see what went on with Donges Bay. Assistant City Engineer Henk said that County Line on one side is Brown Deer and the other side is Mequon. If we were to recommend a change to the alignment on the

Brown Deer side it would require the approval of Brown Deer. Changing it on the Mequon side would follow a similar path going to Public Works, and then submitting it to Ozaukee County. Chair Leonard asked what budget the trail improvements come out of? Assistant City Engineer Henk replied, depending on what is being proposed, it could be public works signs or road program if it is physical pavement, however there is not a budget for bikeway improvements in the 2018 city budget.

1. Chair Leonard made a motion to table and asked Bridget to bring a drawing to next months meeting to see what our options are.

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

MOVED BY: Chairman Leonard

SECONDED BY: Commissioner Azinger

AYES: Heinritz, Leonard, Liegeois, Azinger

c. Safety Concerns - Thiensville-Elm St & Green Bay Rd crosswalk.

Vice Chair Azinger handed out a memorandum he draft stating our position to the Village of Thiensville. Commissioner Heinritz said that on Green Bay Rd the recommendations were considered and practical and would be implemented at the two crosswalks; they will be stripped and with possibly flashing signs. The only problem that the DPW had was the bump outs as the street is quite narrow and would become a real problem with snow plowing. Commissioner Heinritz said the parking will be designed set back from the crosswalks.

1. M-T Recommendations

d. Resident Survey

Chair Leonard said we need to find a survey drafter. Assistant City Engineer Henk said that the City Attorneys recommendation was be careful in questions to not ask for personnel information, in a way that would be identifiable. It does require review by the City Administration prior to being sent to the residents to make sure there aren't any other items. Chair Leonard said that we will have to run it by Thiensville as well.

1. Chair Leonard made a motion to Table until next month.

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

MOVED BY: Chairman Leonard

SECONDED BY: Commissioner Heinritz

AYES: Heinritz, Leonard, Liegeois, Azinger

e. Bike Racks

Chair Leonard drafted a recommendation to look over and handed out. Commissioner Liegeois asked where this document will reside. Assistant City Engineer Henk replied on the website under the Bikeway Commission. Developers get a report that staff writes with their conditions when they come before Planning Commission and this could be referenced in those conditions. Chair Leonard said that the Bikeway Commission should include some pictures of those designs that would be appropriate to kind of give people that out of box thinking about what a bike rack looks like. Vice Chair Azinger suggested to pick four designs to have included in the recommendations. Assistant City Engineer Henk mentioned that the where to purchase needs to be removed from the recommendation.

1. Chair Leonard made a motion to remove the "Where to Purchase" from the draft and next month discuss which four photos and make a final adoption.

RESULT: Approved by Voice Acclamation [Unanimous]

MOVED BY: Chairman Leonard

SECONDED BY: Commissioner Liegeois

AYES: Heinritz, Leonard, Liegeois, Azinger

2. Bike Rack Recommendations

f. Annual Bike Ride

Chair Leonard stated that there is not a leader for the ride and there are issues with liability in how to set it up. Vice Chair Azinger suggested to drop the ride as a Commission led event. Chair Leonard stated that in the Charter that one of the things we are going to do is encourage people to bike ride. The Commission will need to discuss other options for fulfilling that need.

1. Vice Chair Azinger made a motion to remove the Annual Bike Ride from the Agenda.

Commissioner Liegeois asked that we add Promoting Biking to next Months Agenda as it is part of our charter. Chair Leonard confirmed.

RESULT: Approved by Voice Acclamation [Unanimous]

MOVED BY: Commissioner Azinger

SECONDED BY: Commissioner Liegeois

AYES: Heinritz, Leonard, Liegeois, Azinger

5. Other Business

a. Joint Mequon-Thiensville Bike & Pedestrian Way Schedule Amendment

Assistant City Engineer Henk indicated that the Commission needs to establish a schedule through April 2019, prior to the April Common Council meeting. Four more dates were added to the schedule which need the approval of the Commission.

1. Vice Chair Azinger made a motion to adopt the amended Bikeway Schedule.

RESULT: Approved by Voice Acclamation [Unanimous]

MOVED BY: Commissioner Azinger

SECONDED BY: Chairman Leonard

AYES: Heinritz, Leonard, Liegeois, Azinger

b. Next Meeting

Chair Leonard noted that the next meeting will be April 12, 2018, not April 5th as noted.

6. Adjourn

a. Chair Leonard made a motion to adjourn.

The meeting adjourned at 8:55 a.m.

RESULT: Approved by Voice Acclamation [Unanimous]

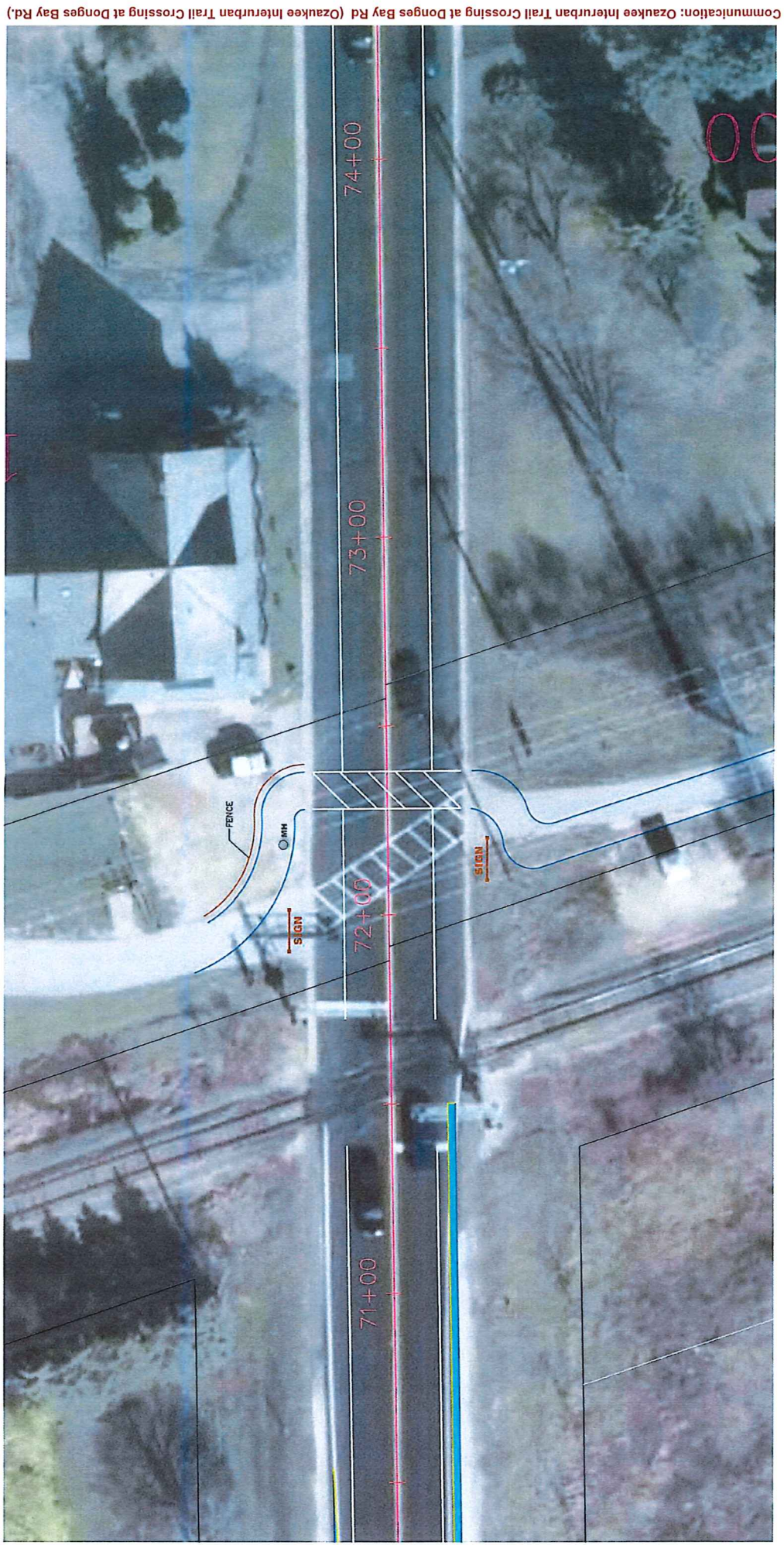
MOVED BY: Chairman Leonard

SECONDED BY: Commissioner Azinger

AYES: Heinritz, Leonard, Liegeois, Azinger

Respectfully Submitted,

Barb Vento



Communication: Ozaukee Interurban Trail Crossing at Donges Bay Rd (Ozaukee Interurban Trail Crossing at Donges Bay Rd.)

Mequon-Thiensville Joint Bike and Pedestrian Way Commission

MEMORANDUM

TO: Village President; Village Plan Commission, Village Board of Trustees, Village Administrator; Village Planner; Director of Public Works.

FROM: Commissioner T. Samuel Azinger, Representing the Mequon-Thiensville Joint Bike and Pedestrian Way Commission.

DATE: February 6, 2018

RE: Recommendations of the Bike and Pedestrian Way Commission Regarding Plan for Green Bay Rd. Project and Four-Way Stop Light at the Intersection of Green Bay Rd. and Buntrock Ave.

The Mequon-Thiensville Joint Bike and Pedestrian Way Commission (the "Commission") makes the following recommendations, and requests the Plan Commission and Board of Trustees take these recommendations into consideration in the development and approval of future plans.

1. Intersection of Elm St. and Green Bay Rd.

It is our understanding that during the Summer of 2018, the Village of Thiensville (the "Village") will undergo construction to repave and improve Green Bay Rd. Accordingly, the following safety concerns have been addressed by the Commission regarding the pedestrian cross-walks at and near the intersection of Green Bay Rd. and Elm St., connecting the west side of Green Bay Rd. to access of Village Park, and vice versa.

a. Crossing of Green Bay Rd. North Of Elm St.

The Commission recommends that the crossing of Green Bay Rd. connecting the West side of Green Bay Rd. to the sidewalk north of Elm St. should be clearly marked with yellow paint. The parking spaces leading up to the intersection on the East side of Green Bay Road should be clearly marked no less than 15 feet from the beginning of the crosswalk to assure oncoming motor vehicle traffic's view of pedestrians attempting to cross from East to West is not obstructed.

The Commission recommends that a protruding sidewalk be installed on the West side of this crossing to maximize visibility of pedestrians attempting to cross West to East without requiring pedestrians to stand in the roadway to show intent to cross, possibly with bikes, strollers, and/or small children.

The Commission recommends that flashing solar cross-walk signs similar to the crossings of Main Street at Dianne's Bridge and Molyneux Park be installed to alert oncoming traffic to yield to pedestrians attempting to cross.

b. Crossing of Green Bay to Connect Dianne's Bridge and Riverwalk.

The Commission recommends a crossing marked with yellow paint, flashing cross-walk signs and protruding sidewalks on both sides of Green Bay Rd. be installed to allow pedestrians to connect Dianne's Bridge with the Riverwalk. This crossing should be placed anywhere South of Dianne's Bridge and North of the Riverwalk Path behind Shully's.

c. Crossing of Green Bay Rd. South of Elm St.

The Commission recommends that the crossing of Green Bay Rd to the sidewalk South of Elm St. be eliminated. Having cross-walks on both side of Elm St. adds to confusion and disrupts drivers from knowing where to look for pedestrians. Those who wish to access the sidewalk on the East of Green Bay Rd. South of Elm St. will be able to cross on the North sidewalk or the additional crossing between Dianne's Bridge and the Riverwalk.

2. Four-Way Stop-Light at Intersection of Green Bay Rd. and Buntrock Ave.

The Commission recognizes that the four-way intersection of Green Bay Rd. and Buntrock Ave. is dangerous for pedestrians to cross at all four crossings. The concern is that the intersection primarily consists of traffic making right-hand and left-hand turns, which cross paths with pedestrians attempting to safely cross the street. This is particularly an issue when there are parents crossing the street with small children, who may need a moment to instruct their children, and cannot visibly express their intentions to drivers. The problem extends to inattentive drivers.

a. All Red Interval When Pedestrians Crossing.

The Commission recommends an all red interval when the walk signal has been activated, allowing a five to ten second interval for pedestrians to move into the intersection to become visible without oncoming traffic "creeping" into the intersection, completely ignoring or not noticing the pedestrians attempting to cross, or attempting to turn ahead of pedestrians crossing.

b. Yield To/Watch for Pedestrians in Crosswalks Signage.

In conjunction with the all red interval recommendation, the Commission recommends hanging signs on the overhanging traffic posts reminding drivers to watch for and yield to pedestrians in the cross-walks.

END OF MEMORANDUM

**Mequon- Thiensville Joint Bicycle/Pedestrian Committee
Bicycle Rack Recommendations – adopted MMDDYYYY**

The M/T Joint Bicycle/Pedestrian Committee continues to work toward improving bicycle and pedestrian access in our communities. In an effort to create a unified aesthetic for placement and design of bicycle racks in new and existing developments (commercial or residential) the Committee recommends that when bicycle racks are being considered as part of an overall project design plan, the following tips and guidelines are offered for the installation of bicycle parking on private or public property:

Bicycle Parking Recommendations:

- Place bike parking as close to building entrances as possible to make traveling by bike convenient and increase security.
- Provide lighting for bike parking areas, as needed, to increase safety and deter theft.
- Install bike parking that supports the frame of the bike, not just the wheel.
- Install bike parking that is compatible with a variety of locks and is simple to use.
- Keep bike parking areas clean and maintained.
- Provide cover and protection from the elements as necessary.

Bicycle Rack Design Recommendations:

The committee recommends the use of an Inverted-U bicycle rack, as they are simple to use, easy to maintain, and creates visual continuity throughout the community. They are low maintenance and accommodate a variety of locks. They also lend themselves well to customization and branding. **See sample photos for suggestions**. It is recommended that any bicycle rack that is installed should:

- Permit the locking of the bicycle frame and one (1) wheel to the rack.
- Support the bicycle in a stable position.
- Accommodate cable locks and "U" locks including removing the front wheel and locking it to the rear fork and frame.

Samples of Recommended Bicycle Racks:

Insert .jpg files or other photos here

Where to Purchase:

The Committee does not make a formal recommendation as to where to purchase bicycle racks. The following businesses are listed here for reference.

Bike Fixation by Saris (formerly known as Saris Parking)

www.bikefixation.org

1-800-783-7257

Barco Products

www.barcoproducts.com

1-800-338-2697

The Park Catalog

www.theparkcatalog.com/bike-racks

1-800-695-3503