



Mequon/Thiensville Bike Pedestrian Commission
Friday September 12, 2014 at 9:15 a.m.
Mequon City Hall, Administrative Conference Room

MINUTES

1. Call to Order, Roll Call

The meeting was called to order at 9:17 a.m. by Chairman O. Frets. Those present were C. Leonard, J. Liegeois, T. Mooney, J. Treffert, K. Wade and J. & H Ward. Alternate member: J. Heyer. For the City of Mequon: K. Lundeen, James Keegan and B. Vento.

2. Review Minutes of May 30th, 2014.

Discussion: O. Frets asked if there were any changes to the minutes of May 30th, 2014. J. Treffert moved to approve the minutes of May 30th, 2014. J. Ward seconded. A voice vote was called. The motion passed 7-0.

REGULAR BUSINESS

4. Bicycle Friendly Community

a. Application

b. Review of 2030 Plan for Costs and Objectives

Discussion: O. Frets asked that this item be move to the end and become item 14. C. Leonard moved to move Item 4 to the end. It was seconded by J. Treffert.

3. Planned Events - K. Wade & O. Frets

Discussion: O. Frets noted the only item which Kristen volunteered some time ago for was Taste of Mequon which is this weekend. O. Frets spoke with Lina Prosser, Festival Staff Liaison, for us to have a table or something and she presented it to the Festival Board and we were not able to get a table there. K. Lundeen mentioned that the Festival Committee had also been turning vendors away as they just don't have the room. K. Wade said we should plan for next year and look into it sooner; perhaps put our name on the list for next year.

5. Community Involvement

a. Taste of Mequon

Discussion: O. Frets spoke to this in item 4.

6. OIT Improvement

a. Bonniwell Substation Revision – K. Lundeen

b. Accident at Donges Bay & Interurban Trail

Discussion:

a. K. Lundeen stated that the plans are to We Energies and WisDot for review. They have until the end of September to review and since our last meeting in May, the Federal requirements surrounding these Grants has changed. This has impacted our schedule so we have to advertise the project by October 31st or we are at risk of losing all of our funding. K. Lundeen believes the schedule is something like October 4th or something like that for the actual advertisement. We are well on schedule for that. The Plans have been submitted to We Energies and DAAR the management consultant for review. We already have comments back from DAAR, and they are administrative in nature and we will review that. We're working on some utility relocation with WeEnergies, but we anticipate staying on that timeline. Now the authorization to advertise still is on the same schedule where we wouldn't actually award anything until spring of next year. Still lots of months of approval. H. Ward asked if they had decided on an alignment. K. Lundeen replied yes. We ran into some problems with the depth of the utilities under the trail and there are still some issues but we are working on them. T. Mooney asked if we expect construction to start in May or June. K. Lundeen won't have any expectations until we are through this process, just sometime in 2015. H. Ward mentioned the OIT Trail is planning some kind of Celebration in May of next year for several things that have been completed and they were hoping that this could be part of that. K. Lundeen said there was zero chance that it would be completed by May. H. Ward said the celebration would be centered around I-43 overpass and Cedarburg.

- b. O. Frets reminded everyone that this is being left on the agenda until we finish with Item A. K. Lundeen noted that we did have two forms of maintenance treatment out there. One of which was crack sealing that we had a report of a complaint including a claim that it caused an accident. We did have the company go back out to do some further repairs. There were some portions that were also seal coated due to maintenance for this year and everything is now done for the year. H. Ward asked if Thiensville was asked if they wanted to be part of the paving. K. Lundeen replied that it was bid as part of our paving project and both Thiensville and Cedarburg were asked and turned it down. J. Treffert explained that Andy LaFond wanted to wait and see how Mequon's paving of the trail lasted. H. Ward had gotten a call asking why Thiensville wasn't done. O. Frets asked about the stripping, especially at the Bonniwell Substation. K. Lundeen said that that wouldn't be done until we finish with the rehab at the station.

7. Signs

- a.) Banding Committee – J. Treffert

Discussion: J. Treffert said that was a joint meeting on September 29th and hoped to have something after that.

8. Bikeway Path Signage

- a.) Dead End Road Signs. – H. Ward
- b.) Route Signage

Discussion: K. Lundeen stated there is no budget for it. Helen asked if someone had gotten a cost for it. K. Lundeen replied that it didn't matter as there simply was no budget for it. Generally signs from Tapco are \$65 a sign not including the post or install. O. Frets asked what if someone purchased these signs. K. Lundeen said it would have to be funded, because we don't put up signs. We would take the money, but if the funding was otherwise provided, we would have to see if we have staff time required to get the signs up. O. Frets mentioned that there are some Grants we could look at. K. Lundeen mentioned that the City can't be the applicant for a Grant, because the City would have to have the money in a budget and then be reimbursed for the signs. If someone else could be the applicant, that would be fine.

9. Off Road Bike Path on Donges Bay Road

Discussion: O. Frets said that this is deferred until the substation is complete.

10. Joint Meeting with Park Board

Discussion: O. Frets and C. Leonard attend this meeting and the following is C. Leonard's report. The board welcomed us. They gave us a copy of the Park Plan which she will bring next time. They were interested in seeing where we could partner with them. One question they asked was that we had done a study about putting a pedestrian bridge over the river at Donges Bay. They wanted to see what that was. The other one was Trinity Creek and they were wondering about better access to get to that park from the main road. These were the two things they were most interested in working with us. K. Lundeen said that at Trinity Creek the railroad spur is brand new and that crossing is new. Trinity Creek is severely restricted because it's a wetland complex and there is a grant that requires perpetual maintenance of that. C. Leonard had to agree that there really isn't a good connection from the main road to the park. H. Ward said that people question if they can cross the railroad track to get there. They do what they have to get across. There is no road, just a trail and bridge. K. Lundeen said that the new spur changes the dynamic of the railroad traffic and the railroad would not allow a crossing.

11. Pedestrian Connection

Discussion:

A. Southeast Connection

T. Mooney talked to a family that lives just off of Zedler Lane. We had talked to them previously about creating a separate connection that would allow bicycle/pedestrians to get from Zedler Lane to as far south as Fairy Chasm road in Milwaukee County. The commission kicked it around and came up with the concept of going back to our 2030 Plan and put in a request that when the County did anything to Pt Washington Rd it would include bike lanes on either side of Pt Road. The DOT has gotten involved because they are thinking about redesigning the interchange. K. Lundeen said that the State has adopted the Complete Street Ordinance. T. Mooney questioned then that anybody who does and accepts state funds has to stick with the Complete Streets. K. Lundeen replied yes unless you request an exception to standards. T. Mooney stated that the man who is requesting this connection is not satisfied with having bike lanes on Pt Road. K. Lundeen reminded everyone that this gentleman provided this before and we discussed it at three meetings and he didn't even come to any of the meetings. There is zero public access, so the City, Bayside or anyone involved with this cannot move forward without any additional acquisition of easement over private

property to provide for these public connections. The discussion was that they would or this commission would or someone would have to examine where links could be made. As you recall we also looked at the topography made and there is a reason it is call Fairy Chasm, because there are very large ravines and other topographic restrictions against having connections. There are not any flat areas between subdivisions. An inner subdivision connection would need to be found and then acquiring the land for these connections. K. Lundeen said the railroad will not allow a connection while it is considered a live line. O. Frets said that this is the third time this person has brought it forward and has to agree with K. Lundeen that this is unrealistic and the interchange is going to be redone and there will be bike lanes there.

B. Sidewalk on south side of Mequon Road at “Stonehedge”

T. Mooney there was a sidewalk on the south side of Mequon Rd and if you come down the bike trail and you want to go on the trail along the river, the sidewalk on the south side of Mequon Road is gone. K. Lundeen stated that it will be put back in once the project is complete. There is plenty of signage that the sidewalk and is closed directing you to the other side of the road.

12. M-T Bike

Discussion: H. Ward attended the Ozaukee Inter Urban Trail Meeting on Thursday and Andrew Struck showed them a map where they are going to install Mountain Biking at Mee Kwon Park. At the top of the hill (sledding Hill) there is an area back in there and they are going to put in walking and mountain biking paths in that area. They have the cooperation of mountain biking club that will provide help in designing that. Its on County property, so the county will be doing all of this. I have rough map showing the area it would cover, but I think its good news for those people that have been looking for them. K. Lundeen asked if they are going to connect it to the Inter Urban Trail. H. Ward there is parking at the bottom of the hill and should be able to get there from it.

13. Other Business

a. Website: mtoutdoors.org

1. Update

Discussion: K. Wade talked to Mark Harris. He said we could just put in Bike and Pedestrian Commission and get rid of the MTOutdoors.org. I will work with him. It will just be a link and we will have to work with Mequon/Thiensville. It shouldn't be to complex. Since already renewed the web site we have a year to get it done. O. Frets said that we are going to try and get it done now and then just let it lapse. K. Wade said we have a free google site and can keep that with a link to the Bike and Pedestrian Commission verse MTOutdoors. H. Ward said if we don't have MTOutdoors any more than the bike racks will need to be changed when we no longer have it. K. Wade said maybe we should also take a look at what we have on the web site and clean it up a little.

14. Bicycle Friendly Community

a. Application

b. Review of 2030 Plan for Costs and Objectives

Discussion: O. Frets asked that this item be move to the end and become item 14. C. Leonard moved to move Item 4 to the end. It was seconded by J. Treffert.

O. Frets presented a copy of the report regarding our application for a Bike Friendly designation. The first sheet is basically like their report card showing the different areas. The Building Blocks section shows in light blue the average score for bronze that most cities get. Ours shows in the orange. Other categories are shown in points. K. Lundeen felt that we might take exception to the local number of universities being zero. Maybe it's something the schools have to apply for. K. Wade was looking at % of schools offering bicycling education. Maybe this is something we could work with the school district and provide something they could do. Homestead is offering bicycling classes and it offers an outdoor adventure class part of which is biking. K. Lundeen said some of these are always going to be a struggle for example “Total Network Mileage to Total Road Network Mileage” we have 210 miles of road for you to get a large percentage of roads that have official wide shoulders and bike on sidewalks doesn't meet the requirements for being a bicycle network. O. Frets said the magic number on that is 25% because he already checked with the bike federation. We also have to take into consideration the three classes of riders that we have which are the road riders, to the mom and dad and then the kids, all three when we're doing stuff. K. Lundeen said that we need to encourage new businesses coming to the community through Planning Commission and Common Council to apply to be bicycle friendly business so maybe in the future we can change these numbers. H. Ward said that the Universities need to apply to become bicycle friendly business. O. Frets stated that in the report those items that are bold are things that we can be

working on at the Federations suggestion. K. Lundeen felt that the Complete Streets Policy would not be adopted in the City of Mequon. T. Mooney made the recommendation that the members take the next month to look this over and come back at our next meeting and comeback with a full discussion of what we want to do with this if anything. O. Frets asked that every body take another look at it for next time and determine which items or items we want to work on.

Next meeting is October 3, 2014

15. Adjourn

There was a motion to adjourn by T. Mooney. J. Ward second.
The meeting adjourned at 11:04 a.m.