



Office of the Clerk/Treasurer

W240N3065 Pewaukee Road
Pewaukee, WI 53072
(262) 691-0770 Fax 691-1798

**BIKE AND PEDESTRIAN PATH PLANNING COMMITTEE
MEETING NOTICE AND AGENDA**

Wednesday, April 25, 2018

4:30 PM

Common Council Chambers ~ Pewaukee City Hall
W240 N3065 Pewaukee Road ~ Pewaukee, Wisconsin

-
1. Call to Order and Pledge of Allegiance
 2. Public Comment - Please limit your comments to 2 minutes, if further time for discussion is needed please contact the City Clerk prior to the meeting.
 3. Discussion and Possible Action to Approve the Bike & Pedestrian Planning Committee Meeting Minutes Dated March 28, 2018
 4. Discussion Regarding the Creation of a Greenway System Within the City of Pewaukee [Blackwood]
 5. Update Related to the Safety Brochure [Ford]
 6. Update Action Taken by Common Council on April 16, 2018 Regarding the Project List for Updating the Bicycle and Pedestrian Plan and the Impact Fee Study
 7. Discussion to Select the Next Meeting Date and List Possible Future Topics
 8. Public Comment - Please limit your comments to 2 minutes, if further time for discussion is needed please contact the City Clerk prior to the meeting.
 9. Adjournment

Kelly Tarczewski
Clerk/Treasurer

4/20/2018

NOTICE

It is possible that members of other governmental bodies of the municipality may be in attendance to gather information that may form a quorum. At the above stated meeting, no action will be taken by any governmental body other than the governmental body specifically referred to above in this notice.

Any person who has a qualifying disability under the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible format must contact the Clerk/Treasurer, Kelly Tarczewski, at (262) 691-0770 three business days prior to the meeting so that arrangements may be made to accommodate your request.

CITY OF PEWAUKEE
BIKE AND PEDESTRIAN PATH PLANNING COMMITTEE AGENDA ITEM 3.

DATE: April 25, 2018

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Discussion and Possible Action to Approve the Bike & Pedestrian Planning Committee Meeting Minutes Dated March 28, 2018

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

CITY OF PEWAUKEE
BIKE AND PEDESTRIAN PATH PLANNING COMMITTEE AGENDA ITEM 4.

DATE: April 25, 2018

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Discussion Regarding the Creation of a Greenway System Within the City of Pewaukee [Blackwood]

BACKGROUND:

FINANCIAL IMPACT:

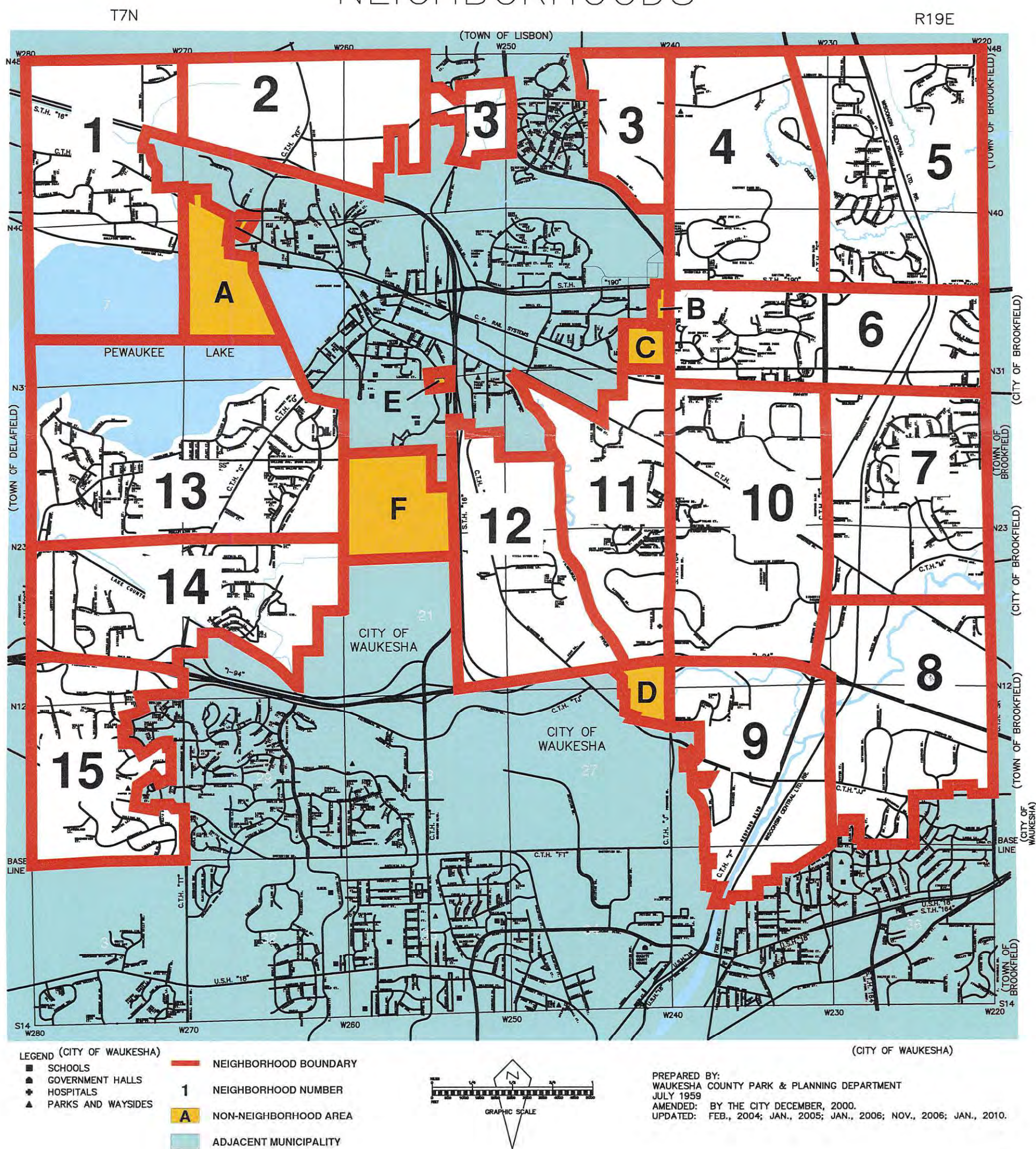
RECOMMENDED MOTION:

ATTACHMENTS:

Description

2050 Neighborhood Maps

EXHIBIT A
CITY OF PEWAUKEE
NEIGHBORHOODS

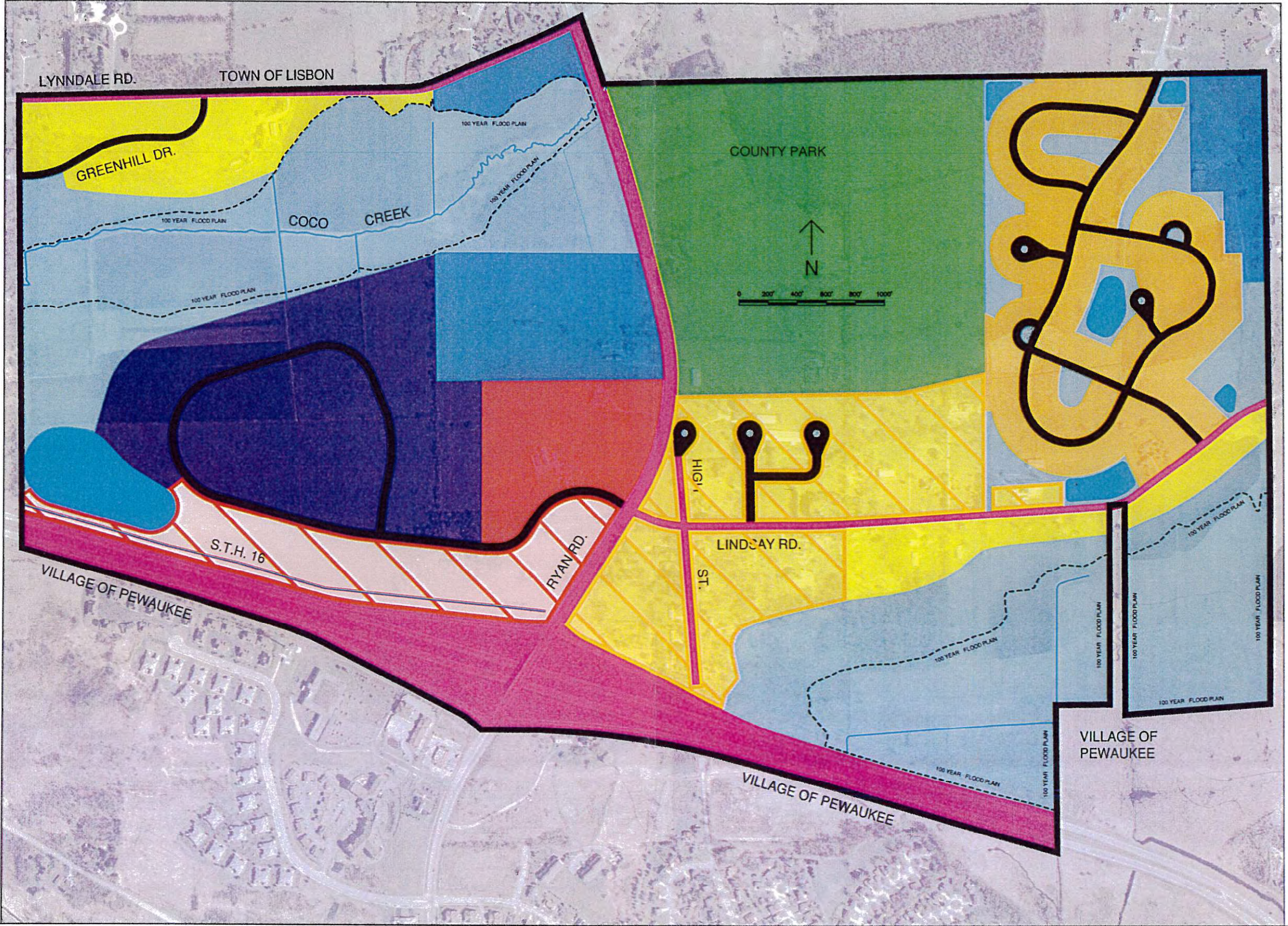


MAP NO.1

HILLSIDE GLACIER NEIGHBORHOOD PLAN - 2050

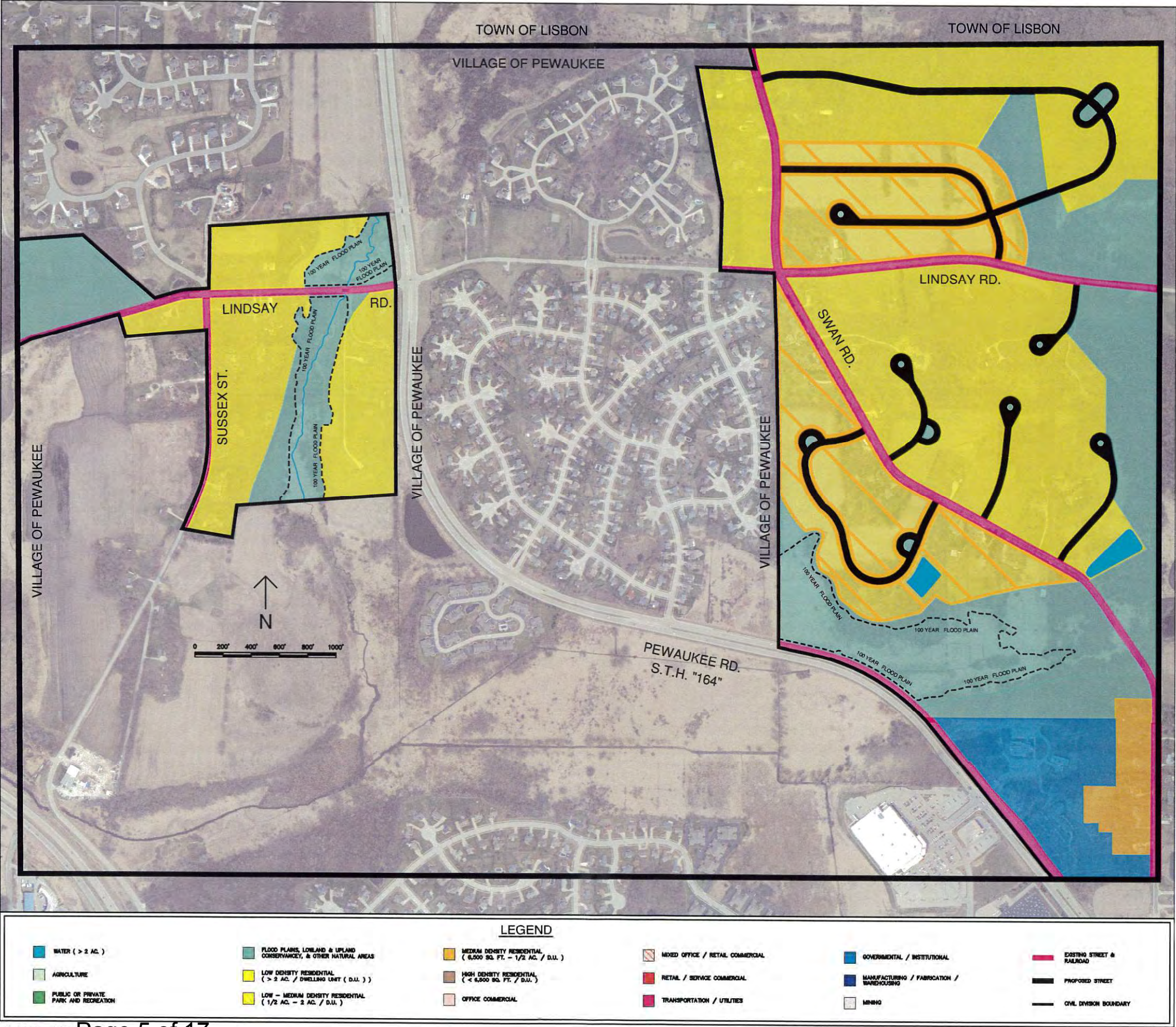


MAP NO.2 RYAN PARK NEIGHBORHOOD PLAN - 2050

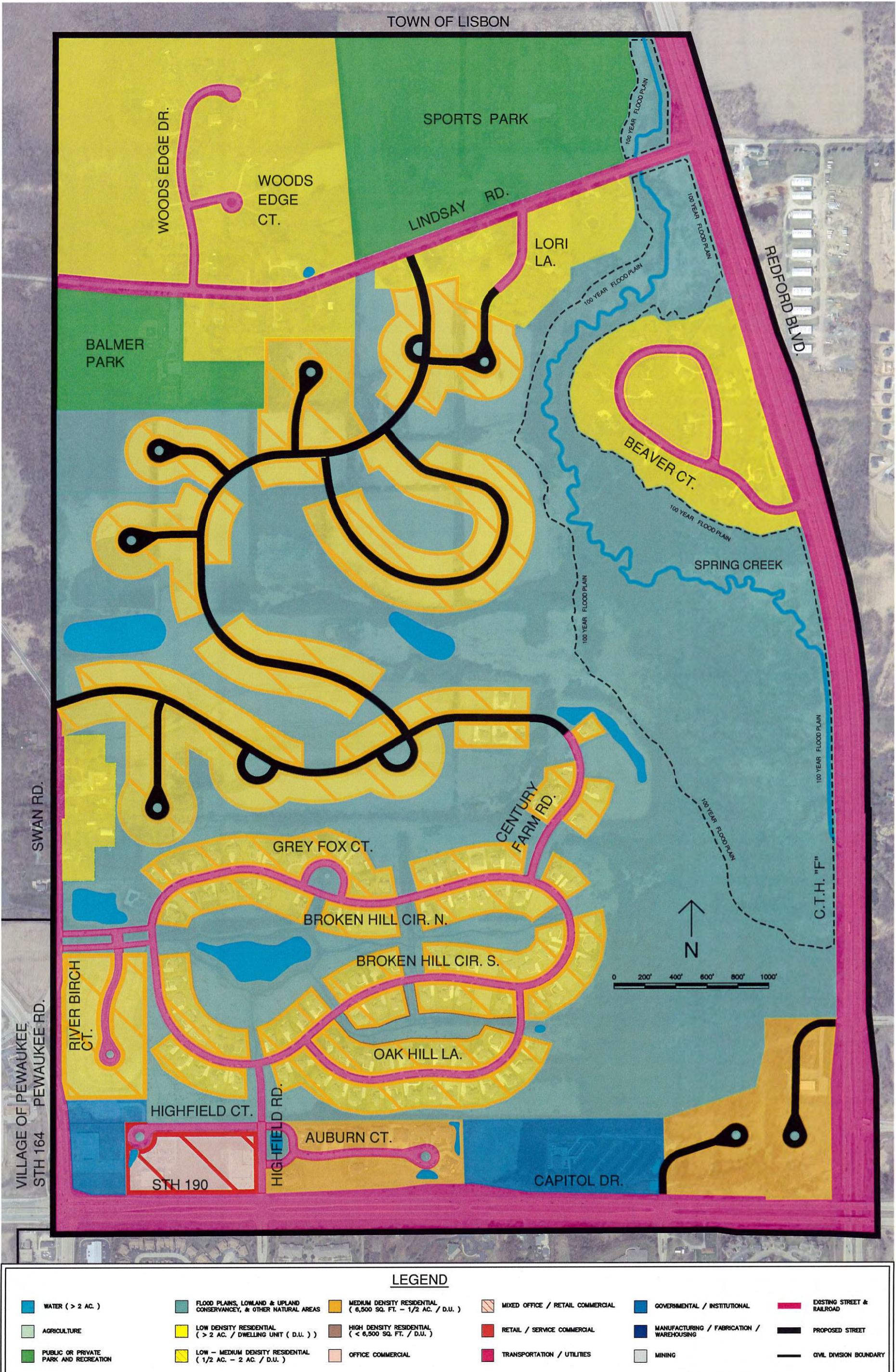


LEGEND					
WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (8,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
AGRICULTURE	LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT (D.U.))	HIGH DENSITY RESIDENTIAL (< 8,500 SQ. FT. / D.U.)	RETAIL / SERVICE COMMERCIAL	MANUFACTURING / FABRICATION / WAREHOUSING	PROPOSED STREET
PUBLIC OR PRIVATE PARK AND RECREATION	LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U.)	OFFICE COMMERCIAL	TRANSPORTATION / UTILITIES	MINING	CIVIL DIVISION BOUNDARY

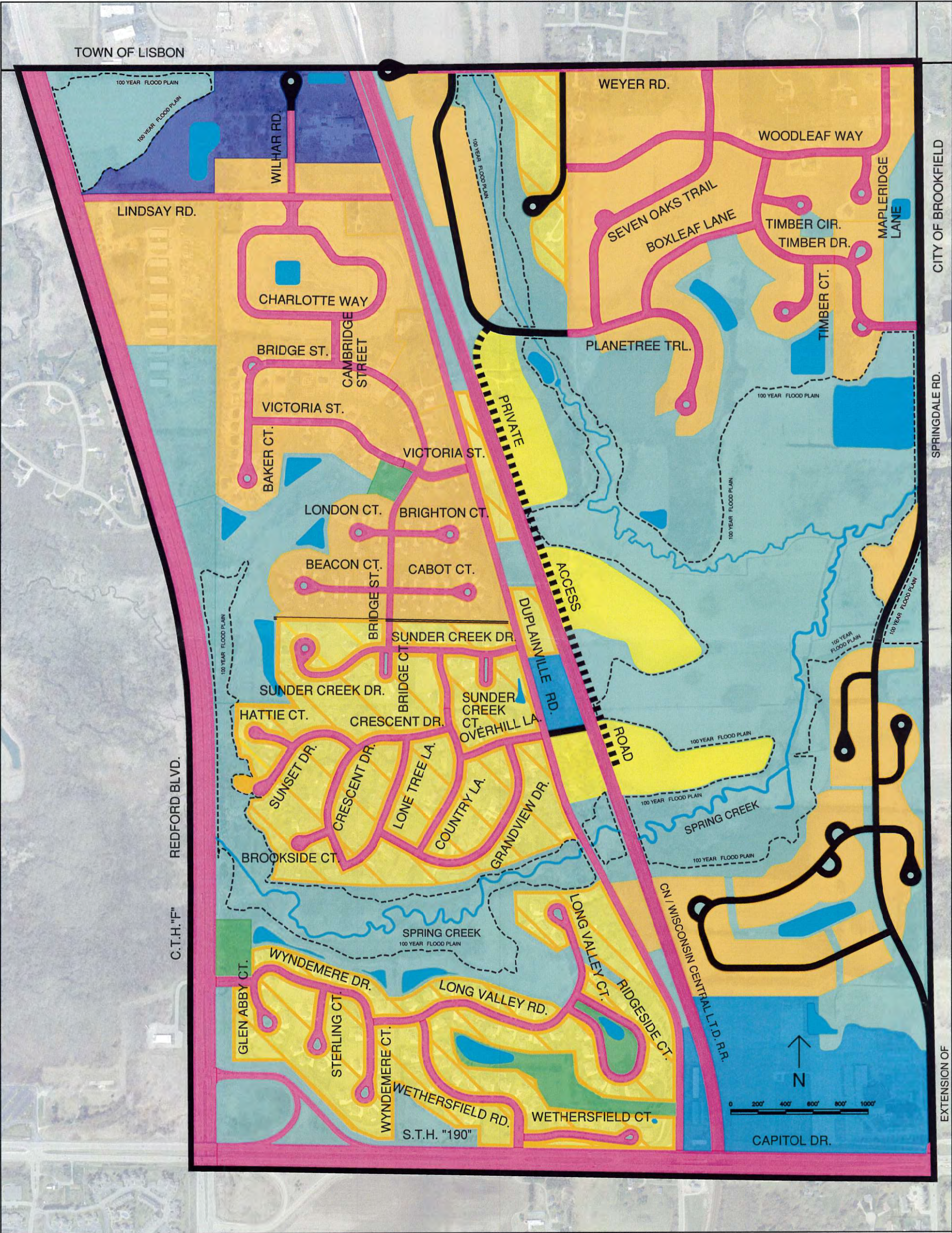
MAP NO.3 SWAN ROAD NEIGHBORHOOD PLAN - 2050



CENTURY FARM NEIGHBORHOOD PLAN - 2050

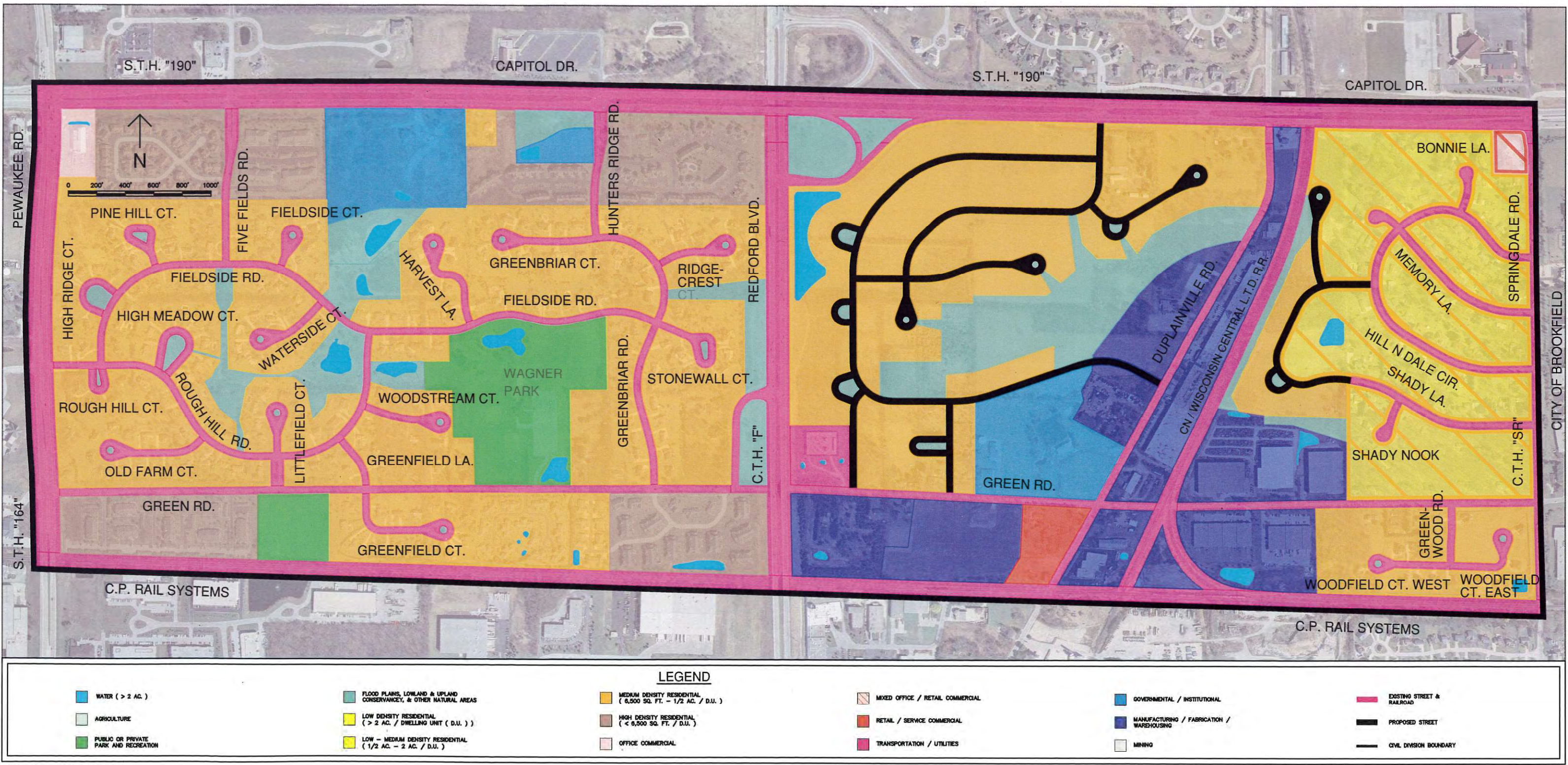


MAP NO.5
SPRING CREEK NEIGHBORHOOD PLAN - 2050



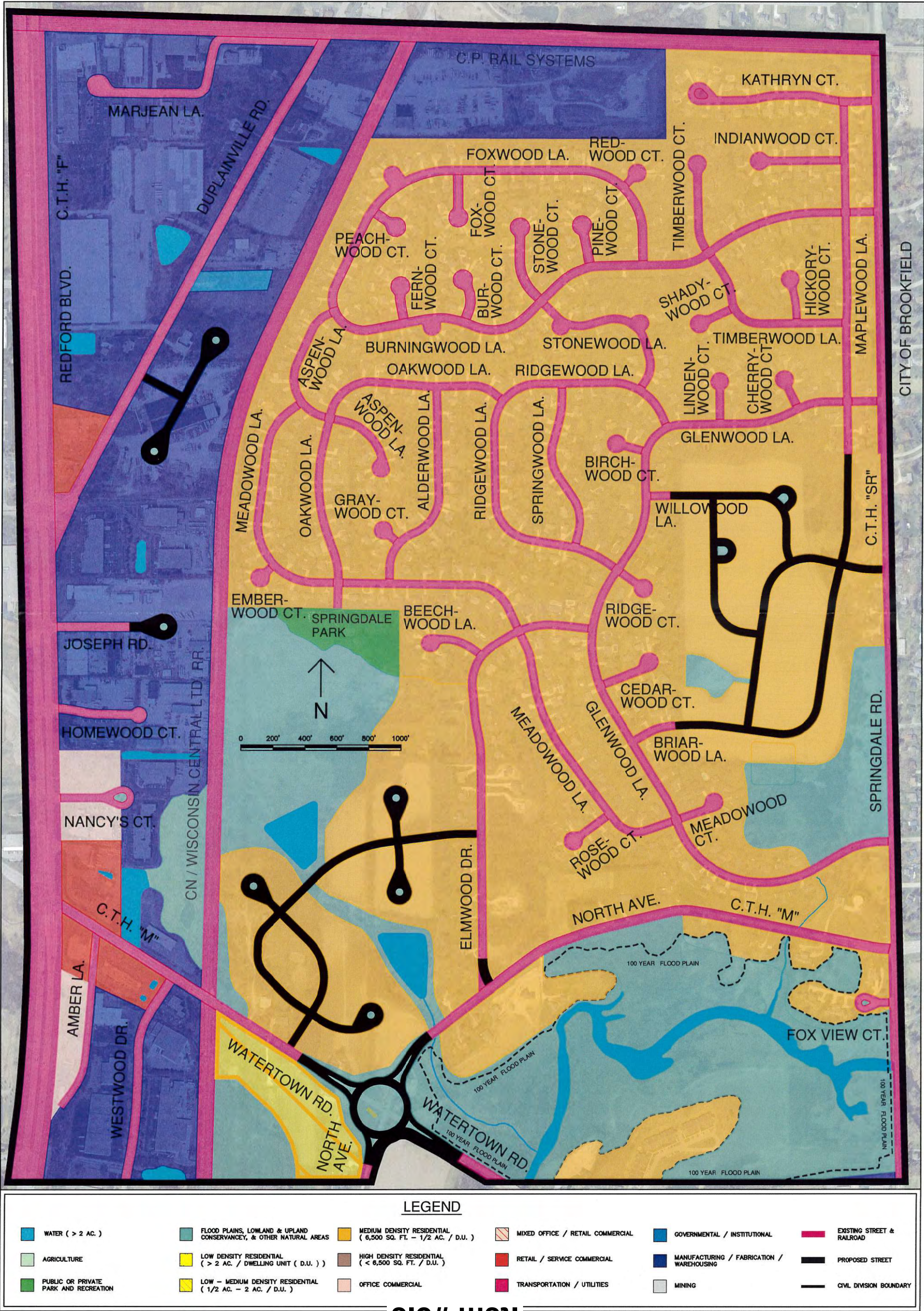
LEGEND					
WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
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PUBLIC OR PRIVATE PARK AND RECREATION	LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U.)	OFFICE COMMERCIAL	TRANSPORTATION / UTILITIES	MINING	CIVIL DIVISION BOUNDARY

MAP NO.6 GREEN ROAD NEIGHBORHOOD PLAN - 2050



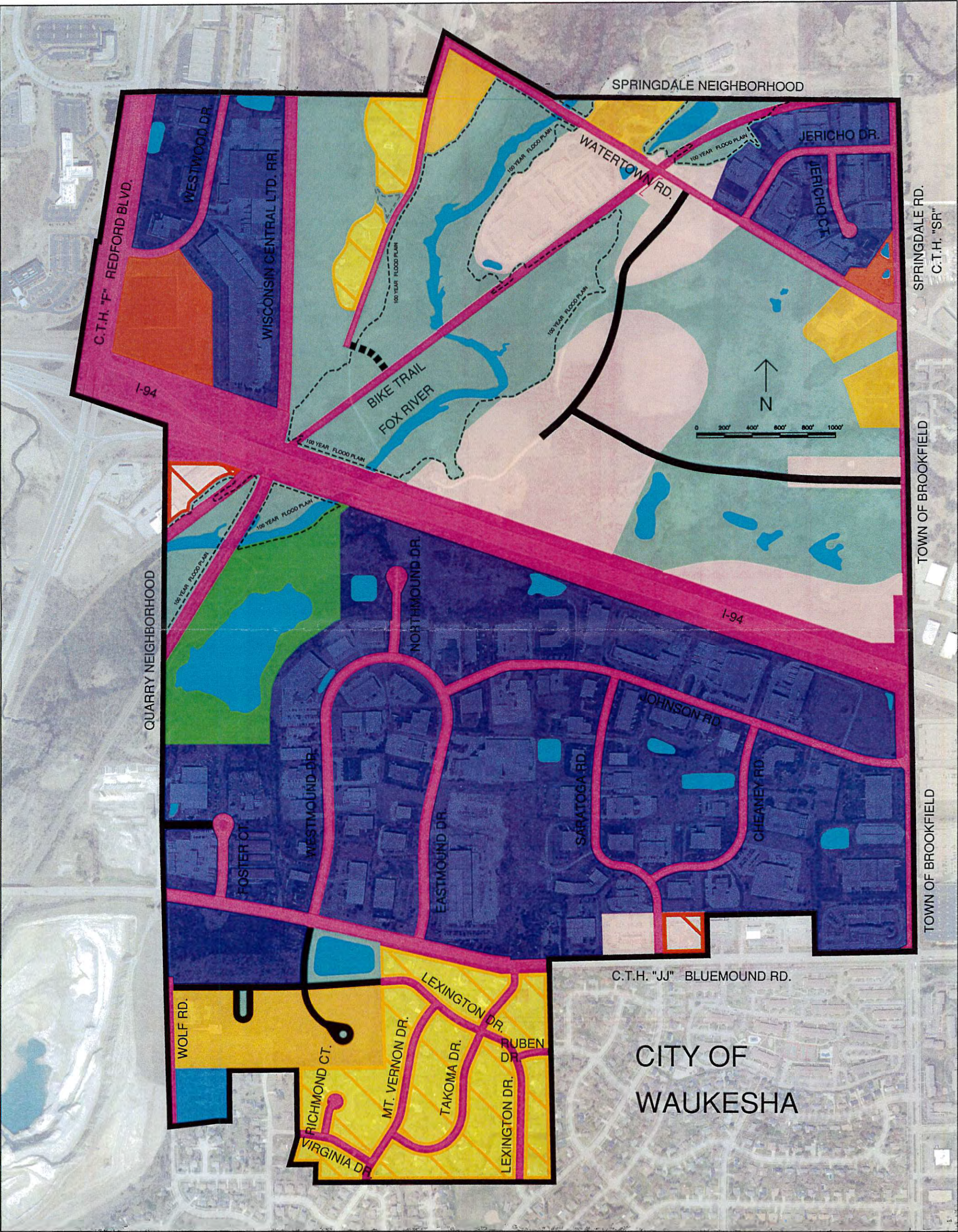
DATE ADOPTED: _____



















SPRINGDALE NEIGHBORHOOD PLAN - 2050



MAP NO.8

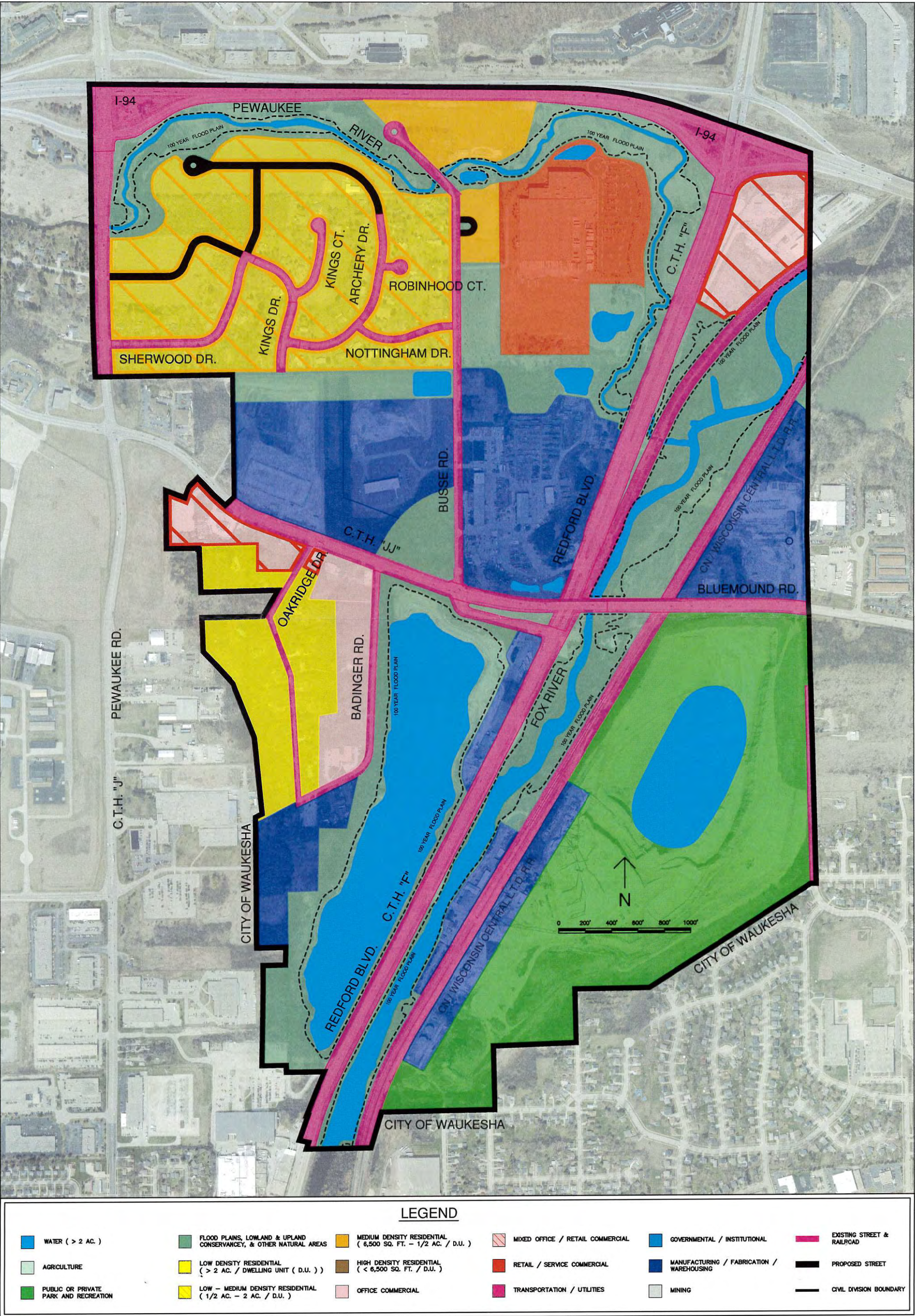
OLD QUARRY NEIGHBORHOOD PLAN - 2050



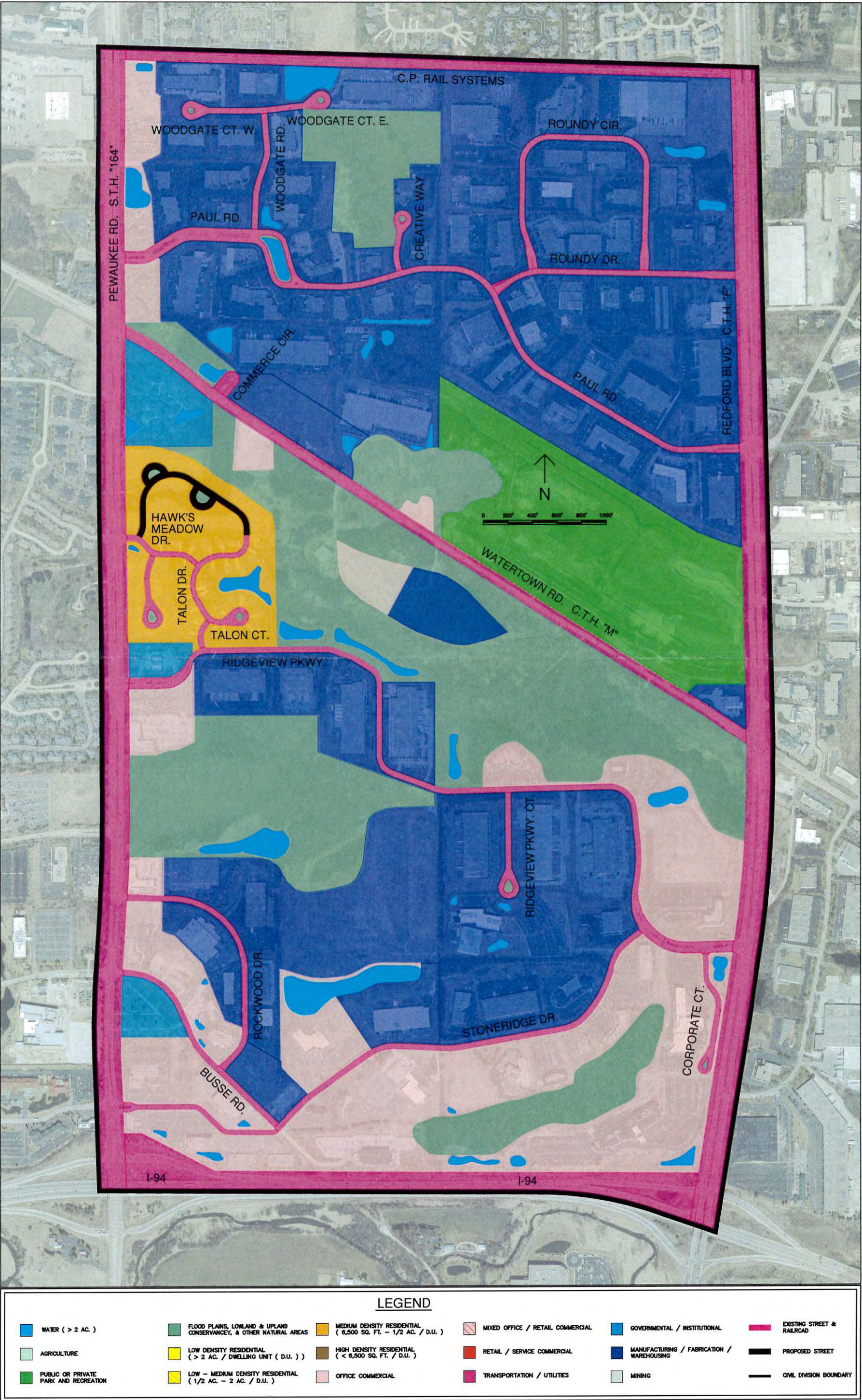
LEGEND					
 WATER (> 2 AC.)	 FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	 MEDIUM DENSITY RESIDENTIAL (< 6,500 SQ. FT. - 1/2 AC. / D.U.)	 MIXED OFFICE / RETAIL COMMERCIAL	 GOVERNMENTAL / INSTITUTIONAL	 EXISTING STREET & RAILROAD
 AGRICULTURE	 LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT (D.U.))	 HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.)	 RETAIL / SERVICE COMMERCIAL	 MANUFACTURING / FABRICATION / WAREHOUSING	 PROPOSED STREET
 PUBLIC OR PRIVATE PARK AND RECREATION	 LOW - MEDIUM DENSITY RESIDENTIAL (1/2 AC. - 2 AC. / D.U.)	 OFFICE COMMERCIAL	 TRANSPORTATION / UTILITIES	 MINING	 CIVIL DIVISION BOUNDARY

MAP NO.9

QUARRY NEIGHBORHOOD PLAN - 2050

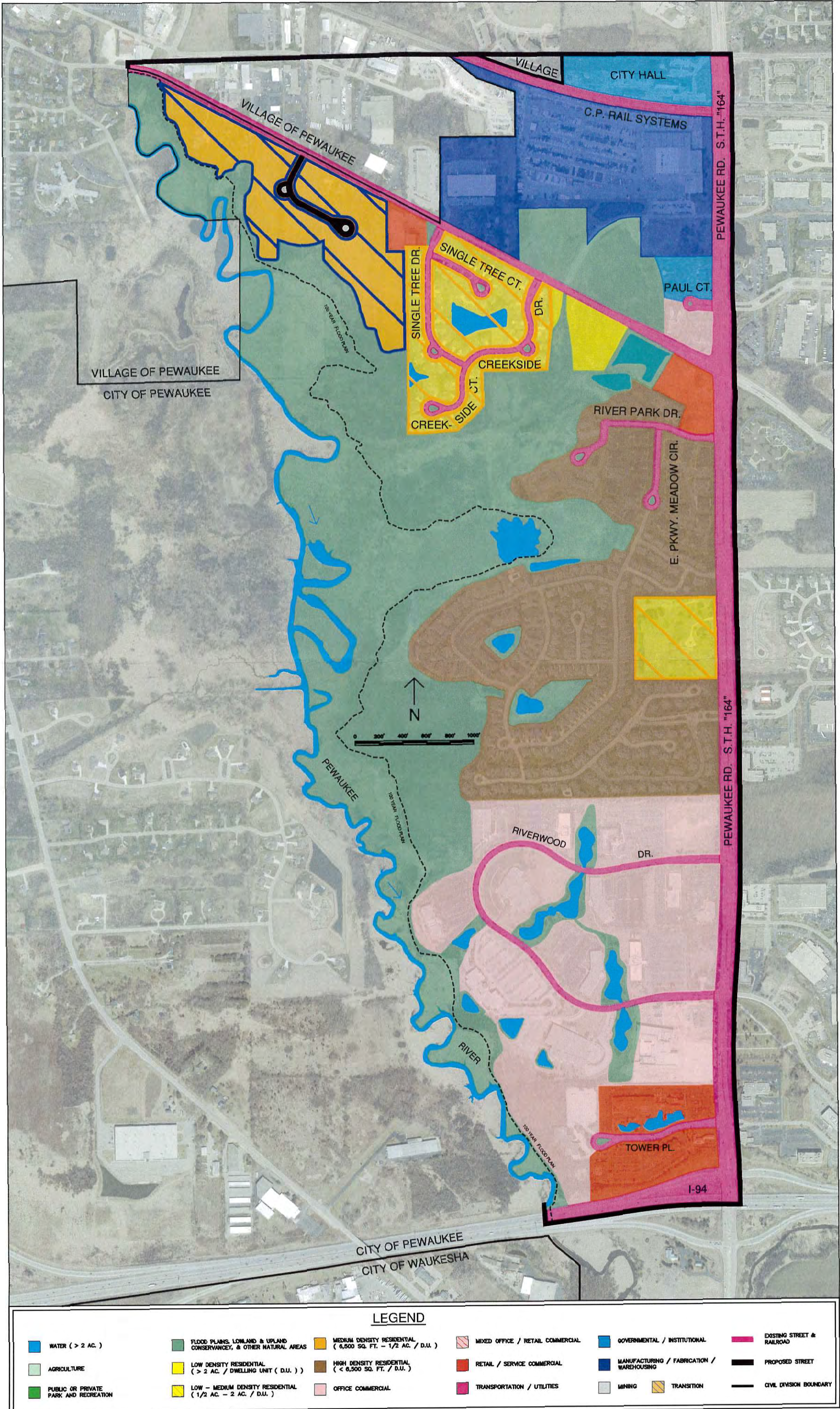


MAP NO. 10
OFFICE/ INDUSTRIAL NEIGHBORHOOD PLAN - 2050



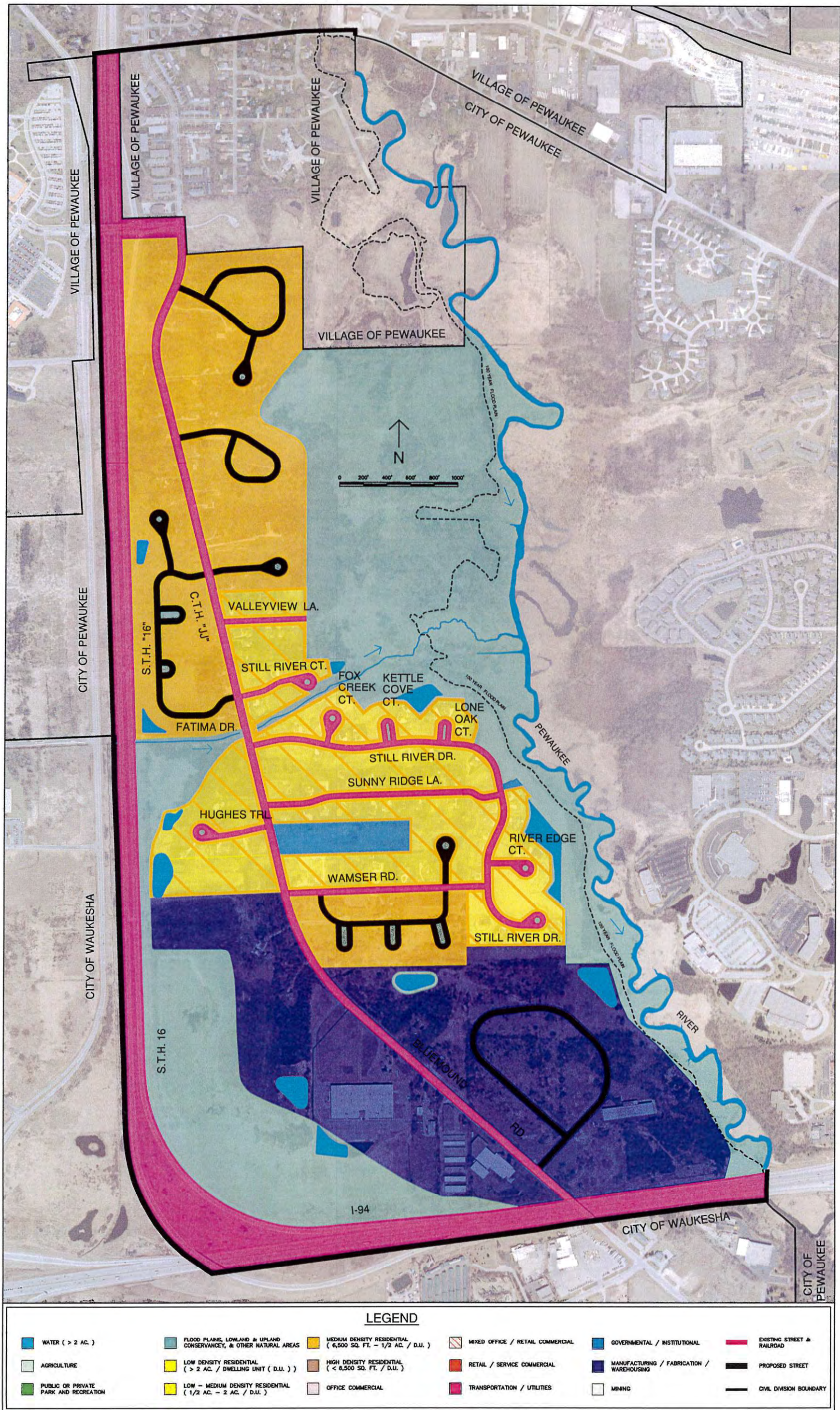
MAP NO. 11

CITY CENTER NEIGHBORHOOD PLAN - 2050



MAP NO. 12

NORTH BLUEMOUND NEIGHBORHOOD PLAN - 2050

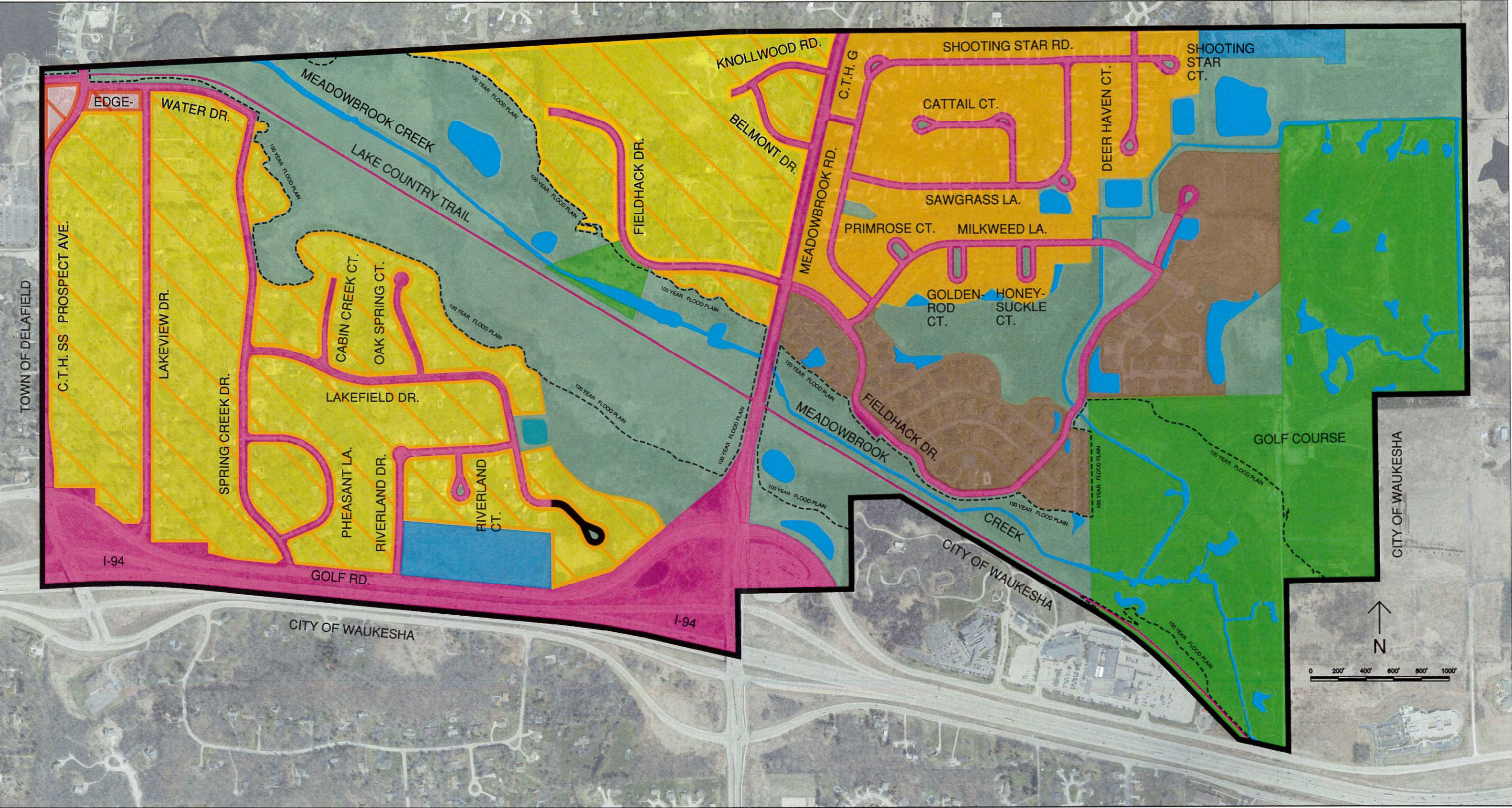


MAP NO.13 SOUTH LAKE NEIGHBORHOOD PLAN - 2050



LEGEND					
WATER (> 2 AC.)	FLOOD PLANS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (> 6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
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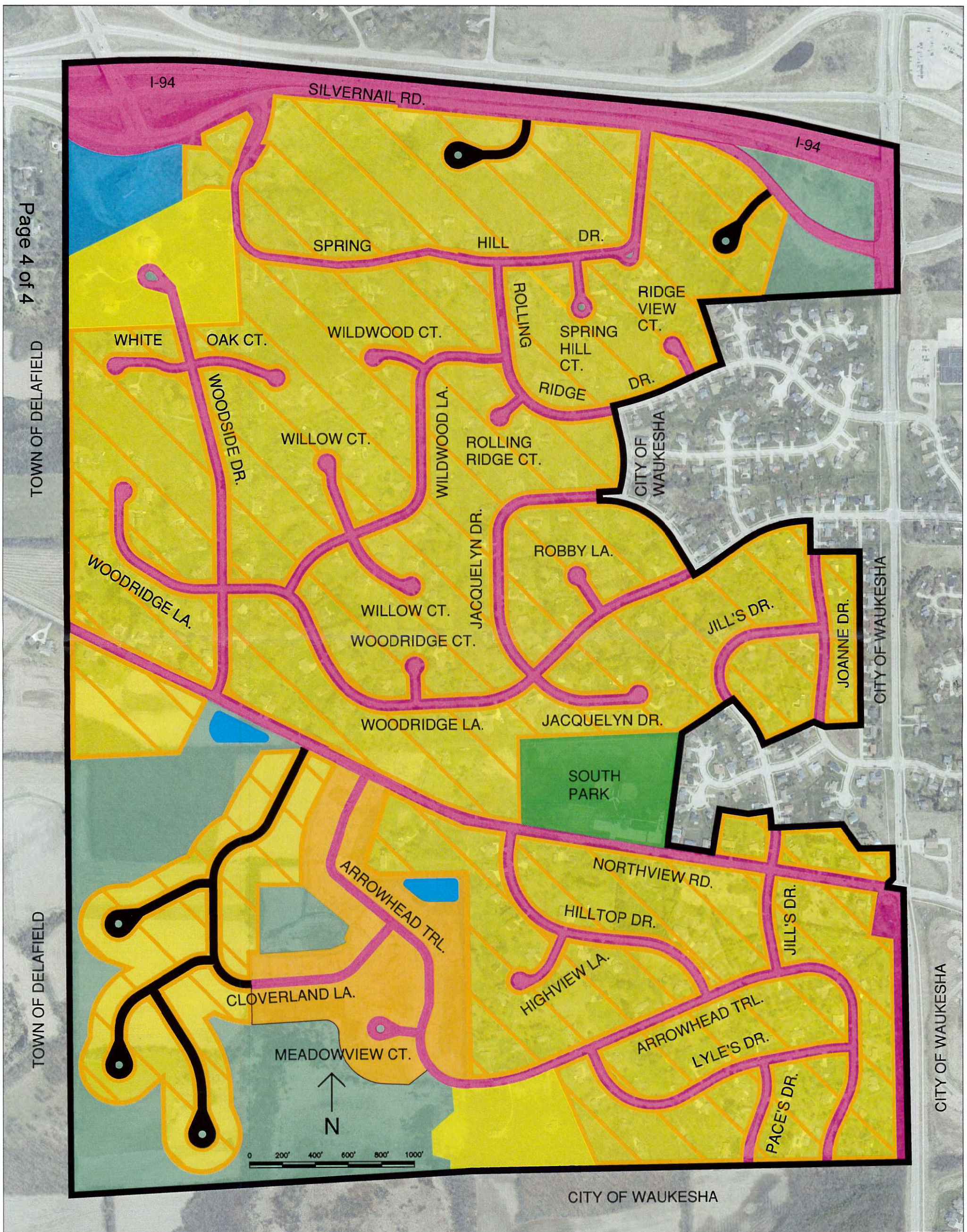
MAP NO.14 MEADOWBROOK CREEK NEIGHBORHOOD PLAN - 2050



LEGEND					
WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
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MAP NO.15

NORTHVIEW HILLS NEIGHBORHOOD PLAN - 2050



LEGEND

WATER (> 2 AC.)	FLOOD PLAINS, LOWLAND & UPLAND CONSERVANCY, & OTHER NATURAL AREAS	MEDIUM DENSITY RESIDENTIAL (6,500 SQ. FT. - 1/2 AC. / D.U.)	MIXED OFFICE / RETAIL COMMERCIAL	GOVERNMENTAL / INSTITUTIONAL	EXISTING STREET & RAILROAD
AGRICULTURE	LOW DENSITY RESIDENTIAL (> 2 AC. / DWELLING UNIT (D.U.))	HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.)	RETAIL / SERVICE COMMERCIAL	MANUFACTURING / FABRICATION / WAREHOUSING	PROPOSED STREET
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CITY OF PEWAUKEE
BIKE AND PEDESTRIAN PATH PLANNING COMMITTEE AGENDA ITEM 5.

DATE: April 25, 2018

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Update Related to the Safety Brochure [Ford]

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Safety Brochure

BICYCLISTS:

RIDE RIGHT

FOLLOW THE RULES OF THE ROAD

- Ride with traffic and obey the same laws as motorists.
- Use the rightmost lane that heads in the direction that you are traveling.
- Obey all traffic control devices, such as stop signs, lights, and lane markings.
- Always look back when changing lane position. Use hand and arm signals to indicate your intention to stop, merge or turn.

BE VISIBLE

- Ride where drivers can see you, 3 feet from the edge of the roadway and parked cars.
- At night, use a white front light and red rear light or reflector. Wear reflective tape or clothing if practical.

BE PREDICTABLE

- Ride in a straight line. Do not swerve between parked cars.
- Make eye contact with motorists to let them know you are there.
- Adults should not ride on the sidewalk.

WEAR HELMET PROPERLY

- Make sure that the helmet fits on top of your head, not tipped back or forward.
- After a crash or any impact that affects your helmet, visible or not, replace it immediately.

SHARE & BE AWARE

- Be aware of traffic around you and be prepared to take evasive action. Be extra alert at intersections.
- Learn braking and turning techniques to avoid crashes.
- Yield to pedestrians on trails and in crosswalks



DRIVERS:

SHARE & BE AWARE

STOP to let people cross the street

The law requires motorists and bicyclists yield the right of way to pedestrians at crosswalks. People who drive and people who bike must stop for a person waiting at the curb in a crosswalk to allow them to cross.

WATCH for people on bikes

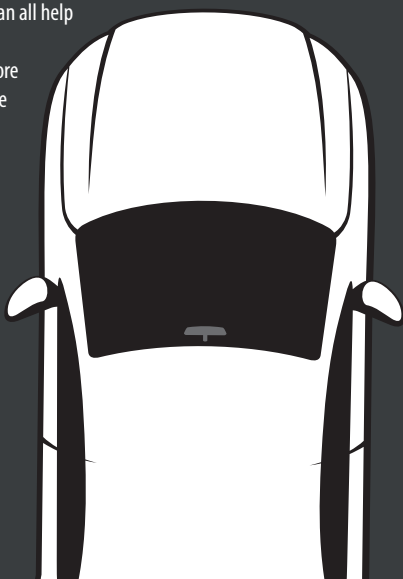
Bicycles are legal vehicles under the law and are allowed to operate on nearly all Wisconsin roadways. The law also requires that motorists give **AT LEAST THREE FEET** when passing someone on a bicycle. Do not swerve into oncoming traffic to pass a bicyclist. Slow and then wait until it is clear before passing.

MIND the speed limit

Speeding is dangerous. Even 5 MPH over the limit is still **OVER** the limit. Increased speed can mean the difference between an injury or death in a crash with a person who is walking or biking.

OBEY all laws and treat all other road users with courtesy and respect

People who walk need to cross at crosswalks, not mid-block or between parked cars. People who bike and people who drive need to stop at stop signs and obey all other traffic laws. We can all help make our streets and our communities safer and more pleasant for everyone if we follow the Share and Be Aware Pledge.



CITY OF PEWAUKEE
BIKE AND PEDESTRIAN PATH PLANNING COMMITTEE AGENDA ITEM 6.

DATE: April 25, 2018

DEPARTMENT: Clerk/Treasurer

PROVIDED BY: Jeffrey L. Weigel, Public Works Director and City Engineer

SUBJECT:

Update Action Taken by Common Council on April 16, 2018 Regarding the Project List for Updating the Bicycle and Pedestrian Plan and the Impact Fee Study

BACKGROUND:

In 2003 the City adopted the Bicycle and Pedestrian Plan. In 2012 the City adopted an Impact Fee Study and attendant impact fees. The impact fees associated with pedestrian and bicycle facilities, formally identified as Hike/Bike Fees, were adopted specifically for projects identified in the 2003 Bicycle and Pedestrian Plan. To date the City has not constructed any of the Bicycle and Pedestrian projects identified in the Impact Fee Study. It is prudent to re-evaluate the Impact Fee projects and potentially update both the Bicycle and Pedestrian Plan as well as the Impact Fee Study.

In December 2015 the Common Council approved four (4) projects for inclusion in an update of the referenced plans (see attached Oct. 26, 2015 memo to the Public Works Commission which is what the Council acted on in December). In addition, the Bicycle and Pedestrian Planning Committee recommended four projects for consideration at their meeting of February 21, 2018--see copy of the minutes of that meeting (attached).

FINANCIAL IMPACT:

There are several potential fiscal impacts.

- 1) The City has collected about \$140,000 in Bike/Hike fees. The City has not approved any of the construction projects for which the Bike/Hike fees were collected. Should the City not use these funds for any of the approved projects by the end of 2019 (7 years after adoption), then those funds will, per State law, must be returned to the current property owner.
- 2) Should the City authorize new list of projects and also authorize the updating of the Bicycle and Pedestrian Plan, the Impact Fee Study, and update the Impact Fee Ordinance, then the City will be looking at total potential construction costs in the hundreds of thousand dollars.
- 3) The City staff may require consultant services to update these plans as both plans were developed by consultants. The cost at this point is unknown.

RECOMMENDED MOTION:

Common Council approves and authorizes the incorporation of the following projects in a future update of the Bicycle and Pedestrian Plan, the Impact Fee Study, and an Impact Fee ordinance:

- 1) Connection of the Lake Country Recreational Trail to E. Fieldhack Drive.
- 2) Meadowbrook Road (CTH G) from E. Fieldhack Drive north to the City/Village boundary;

- 3) Northview Road from CTH TT (Meadowbrook Road) west to South Park;
- 4) Pedestrian crossing of STH 164 (Pewaukee Road) at Ridgeview Parkway/Avondale Road;
- 5) Watertown Road (CTH M) from STH 164 (Pewaukee Road) west to Forest Grove Road/Village of Pewaukee limits;
- 6) Recreational crossings of CTH SS (Prospect Ave.) and CTH G (Prospect Ave) as defined by the Bike & Pedestrian Planning Committee;
- 7) Connection of residential areas to City Parks.

ATTACHMENTS:

Description

Bike/Hike Section of Impact Fee Study

Oct 26, 2015 to Public Works

Feb 21 2018 Bike Committee Recommendations

Trail Facilities

1. General

In an effort to meet the growing need for formal, paved routes for non-motorized vehicle traffic, the City has embarked on a program to add bike/hike trails within the rights-of-way of, predominantly, arterial streets and highways throughout the City. Although basically a recreational facility the City's bike/hike trail plan was a joint endeavor between the Park/Recreation Department and the Public Works Department due to the need to locate the trails within public street rights-of-way.

2. Standards

The City prepared and adopted a Bicycle and Pedestrian Facilities Plan in 2003 that sets forth the purpose and location of a trail system that will meet the objectives of the City in regard to providing a pedestrian link between all the City parks and concentrations of residential, commercial and industrial use throughout the City. Based on the Plan, the completed trail system will measure 7.3 miles in length and will also connect to both county and adjacent community trail systems. Standards utilized within the Plan are based on recommendations of the American Association of State Highway and Traffic Officials and State regulations.

3. Inventory

The highway division of the Public Works Department maintains the City's expanding bike-hike trail network that currently measures 2.2 miles in length.

4. Needs Assessment

The City plans to expand the pedestrian and bicycle trail system based on the City's Bike/Hike Trail System Plan to serve residents as well as commercial and industrial employees. The trails will be constructed on existing street and highway right-of-way and physically separated from street vehicular travel. The primary purpose of the trail system is to provide a safe, economical way to access parks, shopping and work as well as to *use for* personal exercise. Table 3-4 lists the proposed trail construction all of which are located in the east and north areas of the City and will serve both existing development and almost all of the future City development on the east side of the City. The cost estimates are based on a 2009 construction total net cost estimate of \$300,000 per mile for a six to eight foot wide paved trail separated from motorized vehicular traffic by no less than three feet. As shown on Table 3-4, the estimated total net cost of constructing the proposed new 5.1 miles of trail over the next 25 years is \$1,530,000, which increases to \$1,683,000 when a 10% contingency cost is added.

TABLE 3-4
CITY OF PEWAUKEE
PROPOSED BIKE/HIKE TRAIL CONSTRUCTION PROJECTS
2010 to 2035,

Trail Improvements	Length (miles)	Estimated Cost
Green Road (STH 164 to Wagner Park)	0.7	\$210,000
Green Road (Wagner Park to CTH SR)	1.4	\$420,000
Springdale Road (STH 190 to Weyer Road)	1.5	\$450,000
Springdale Road (STH 190 to Kathryn Ct)	0.5	\$150,000
Watertown Road (STH 164 to Creekside Dr)	0.5	\$150,000
Pewaukee Road (No. Riverwood Dr. to Tower Pl.)	0.5	\$150,000
Total Miles	5.1	
ESTIMATED TOTAL NET COST		\$1,530,000

Proposed Trail Impact Fee on Non-residential Uses		
Existing Commercial/Industrial Footage ⁸	12,085,228 sq. ft.	
Anticipated growth of Commerical/Industrial Footage	2,450,000 sq. ft.	
Total	14,535,228.00	
New growth as % of total		0.16855600752
Cost of Trail plans + 10% contingency	\$ 1,683,000	
Share attributed to new non-residential use growth (17%)	.17	\$283,679.76
Impact fee per square foot new non-residential use growth		0.11578765741

⁸Global Valuation System report run 8/24/11 of Commercial and Industrial footage. See Attached.

Proposed Trail Impact Fee - Residential Uses		
Existing population	13,195	
Anticipated growth	4,705	
Total	17,900	
New growth as % of total		0.26284916201
Cost of Trail Plans	\$ 1,683,000	
Share attributed to new residential growth (26%)	0.26284916201	\$442,375.14
Impact fee per dwelling unit (1,944 dwelling units)	1,944	227.559228223

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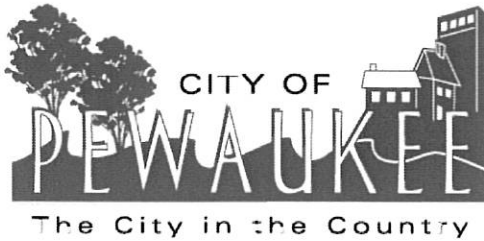
Cost Summary

This chapter identified the needs of the City park, fire and rescue facility, improvements based on the forecast 2035 population and development growth in the City of Pewaukee. Table 3-3 summarizes the total estimated costs of these facilities during the period 2010 to 2035 that could be partially funded with collected impact fees. Section 66.0617 of Wisconsin statutes also allows for ten percent of legal, engineering, and design costs to be funded by impact fees, so those costs are included in the calculation.

It is not anticipated that the capital cost of any of the proposed facilities will be funded by other fees imposed by the City, thus the amounts proposed herein would not be reduced by any other fees. Currently the City receives no Federal or State funds for these proposed facilities and therefore, the amounts proposed herein would not be reduced.

TABLE 3-3
CITY OF PEWAUKEE
PUBLIC FACILITIES ESTIMATED COST SUMMARY
2010 to 2035

Facility	Cost
Parks Acquisition and Development	\$17,248,000
Fire and Rescue Facility Expansion	\$4,380,000
Trail Facilities	1,500,000
Total Estimated Net Cost	\$23,128,000.00
Legal, Engineering, and Design (10%)	\$2,312,800.00
TOTAL ESTIMATED COST	\$25,440,800.00



Department of Public Works

W240 N3065 Pewaukee Road
Pewaukee, WI 53072

DPW Main Office: (262)-691-0804 Fax: 691-5729
Water & Sewer Division 691-0804 Fax: 691-5729
Street Division 691-0771 Fax: 691-6079
Engineering Division 691-0804 Fax: 691-5729

TO: Public Works Commission

FR: Jeffrey Weigel, Public Works Director

DT: October 26, 2015

RE: Consideration of the City Bicycle and Pedestrian Plan update and Impact Fee Study changes

REQUESTED ACTION:

Committee recommends to the Common Council that the Bicycle and Pedestrian Plan be updated to include as priorities:

- 1) Connection to the Lake Country Trail from E. Fieldhack Drive;
- 2) STH 164 Traffic Signal Changes to account for Pedestrian/Bicycle Crossing of STH 164 (Pewaukee Road) from the Central Fire Station to the shared use path on the west side of STH 164 at the Ridgeview/Avondale intersection;
- 3) Complete connection on Northview Road from South Park easterly to Meadowbrook Road (Waukesha West Bypass)
- 4) Continued efforts to connect residential areas to the City's Local Parks.

And, the attendant updating of the City Impact Fee Study that would include these projects as Impact Fee eligible funding projects.

ISSUE:

In 2003 the City first adopted the Bicycle and Pedestrian Plan. Recently, the City adopted an Impact Fee, based on a study that included fees collected to fund specific Hike/Bike projects. Part of the City Strategic Planning process is to review or revisit the specific goals and objectives. This is a prudent time to revisit the Hike/Bike project list that was based, in part on the 2003 Bicycle and Pedestrian Plan, especially since several of the Impact Fee eligible projects have been cancelled by the Common Council (such as on Green Road).

The enclosed July 23rd memo to the Common Council summarizes the comments received at the various boards, committees and commissions on this issue. The summary requested action would begin the process of updating both plans/studies.

In attendance: J. Blackwood, R. Grosch, J. Vitale and R. Ford. J. Leonhardt was absent and excused. Also in attendance was Clerk/Treasurer K. Tarczewski.

1. Call to Order and Pledge of Allegiance – Mr. Blackwood called the meeting to order at 4:34 p.m.
2. Public Comment – None.
3. Consent Agenda
 - 3.1 Meeting Minutes Dated October 25, 2017
 - 3.2 Meeting Minutes Dated December 13, 2017

A motion was made and seconded, (R. Grosch, R. Ford) to approve the meeting minutes for October 25, 2017 and December 13, 2017. Motion Passed: 4-For, 0-Against.

4. Discussion Regarding the Online Bike & Pedestrian Survey Results

Mr. Blackwood went over the statistics of the survey results. He stated 338 people responded, 85% were City residents. *Pivot table data is attached to the "Official Minutes" located in the Clerk's Office.*

5. Discussion and Possible Action Regarding Recommendations to the Common Council to Modify the City of Pewaukee's Bicycle and Pedestrian Plan and Hike / Bike Impact Fee Study.

Mr. Blackwood stated the City Engineer suggested the Committee should get their recommendations to add to the bike and pedestrian plan or the hike / bike impact fee study to him as soon as possible. Mr. Blackwood summarized the Committee's preferred projects. He said they would like to connect segments of paths together such as the path along Hwy 164 or the Lake Country Trail. He stated Hwy G seems to be the most common request. He suggest a connection between the Lake Country Trail and Fieldhack Drive, noting it was approximately 600 feet. Another high priority project would be to finish the Pewaukee Lake Loop and provide signage. The recreational routes throughout the subdivisions and getting signed crossings on the southwest part of the City. Green Road to possibly providing a connection from Hwy 164 to Wagner Park. He also mentioned that Hwy M West of Hwy 164 appears to be the heaviest traveled route for cyclists. Mr. Blackwood mentioned that a shared use path along the rest of Hwy G was previously discussed. He mentioned connecting the Springdale Estates neighborhood to Green Road along Hwy SR to at least to Kathryn Court. Mr. Blackwood suggested paving the shoulders along Duplainville Road. He mentioned that the City Engineer stated they are is looking at tentatively repaving the road and replacing the bridge of Sussex Creek around 2022. At that time we could potentially get wider paved shoulders. A shared use path would be considerably more expensive. Mr. Grosch asked about a path near the Sports Complex. Mr. Blackwood stated he wouldn't even entertain that thought until a crossing signal was installed. He said the speed of the traffic is too dangerous in that area. There is a small piece of Swan Road that a path could be added to, between Hwy 164 and the Broken Hill Subdivision to connect the neighborhood. Mr. Ross stated his list was similar but Green Road was down on his list because it is useable. Mr. Blackwood stated Ms. Leonhardt expressed an interest to have a paved off road path that connects the Lake Country Trail to the school campus along Hwy G, as well as a paved off road path that creates a loop around Pewaukee Lake. Mr. Blackwood stated that would be pretty difficult

because there is not a lot of right-of-way. It would also require working with the Town of Delafield, Village of Pewaukee, and the Village of Hartland.

Mr. Blackwood listed the projects that the Committee would like to see as top priority. They were #1) Connect Hwy G from the Lake Country Trail to Fieldhack Drive. #2) Try to get funding for a bigger project from the Lake Country Trail to the City limits, just short of the school campus. #3) create the recreational routes which include crossing signs at Hwy SS and Hwy G. #4) Install a path from Hwy M from Hwy 164 to Forest Grove Road and potentially more of Hwy M to go on the Impact Fee Study now. They also stated the recreational routes were one of their top priorities. To get the crossing signs on Hwy SS and Hwy G near the subdivision entrances.

A motion was made and seconded, (R. Grosch, J. Vitale) to forward the Committee's project priority recommendations to the City Engineer listing Hwy G from the Lake Country Trail to Fieldhack Drive, make plans for the eventual connection of a bike trail all the way up to the City limits, Hwy M from Hwy 164 to Forest Grove Road or the Village limits and the recreational routes which include the crossing on Hwy SS and Hwy G.

Motion Passed: 4-For, 0-Against. 0-Against.

6. Discussion Regarding the Status of a Paved Path on Pewaukee School District Property

Mr. Vitale stated the School District is currently updating their five and ten year facility plans. He said there is a survey going out to find out what upgrades to the school campus citizens would support.

7. Discussion Regarding the Pewaukee School District's Proposed Bike Rodeo

Mr. Vitale stated the committee is currently in the planning stages and the tentative date is May 17th. He said the committee is meeting in March to plan out the events and are hoping to offer helmet safety checks, bike safety checks and provide an area to allow the kids to ride around and practice skills they have learned. Mr. Vitale stated it is their hope to work with local bike companies and get sponsors for this event. He stated if the committee thought it was going to generate a lot of interest they may have to limit space and require people to sign up.

8. Discussion Regarding the Creation of a Bicycle and Pedestrian Safety Flyer

Mr. Ford provided sample flyers. The Committee members were receptive to his designs. There was suggestions to post the flyer on the Committee's webpage and possibly work with the Pewaukee School District and have them distributed to students. Mr. Ross stated he got most of his information from the Wisconsin Bike Federation and would like to verify with them first that it is okay to use the information.

9. Set the Date for the Next Bike & Pedestrian Planning Committee Meeting and Suggest Future Items for Discussion

It was decided the next meeting will be on Wednesday, March 21st at 4:30 p.m.

10. Public Comment

An unidentified gentleman asked if there was any consideration given to the trail that exists behind Nettesheim Park. He said it doesn't connect to anything. He has young children and will not allow them to ride their bikes near the roads but would like to give them the opportunity to get to the parks and other subdivisions. He stated he hoped paths would be more connected. Mr. Blackwood stated this was basically the recreation routes the Committee has discussed. He mentioned they would like

connect some of the neighborhoods on the south side of Pewaukee by providing crossings on Hwy SS near Nettesheim Park, Hwy G near the 5 O'Clock Club and Hwy SS between Steeplechase and Deer Haven.

Another unidentified man stated he was in support of connecting Hwy G from the Lake Country Trail to downtown as far as possible. He suggested the additional trail to the City limits should be done in three phases.

An unidentified woman stated she lives in Five Fields and is happy with the improvements done to Green Road; she will now allow her kids to ride their bikes on the road. She asked the Committee to look into the improvements on Hwy M so her kids could ride their bikes to school. She said that is a dangerous road and there are no shoulders.

11. Adjournment

A motion was made and seconded, (R. Ford, R. Grosch) to adjourn the meeting at 5:33 p.m. Motion Passed: 4-For, 0-Against.

Respectfully Submitted,

Kelly Tarczewski
Clerk/Treasurer

CITY OF PEWAUKEE
BIKE AND PEDESTRIAN PATH PLANNING COMMITTEE AGENDA ITEM 7.

DATE: April 25, 2018

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Discussion to Select the Next Meeting Date and List Possible Future Topics

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION: