



# CITY OF WAUWATOSA

## BOARD OF PUBLIC WORKS

AGENDA • MAY 5, 2014

**Regular Meeting**

**Committee Room #1**

**8:30 AM**

7725 West North Avenue, Wauwatosa, WI 53213

PLEASE NOTE: The items on this agenda may be revised before the time of the Common Council meeting, some items may be removed and others added prior to the completion of the final Common Council agenda. The final agenda will be available in the City Clerk's office and on the city website at [www.wauwatosa.net](http://www.wauwatosa.net). It is anticipated that each item listed on the agenda may be discussed, referred or acted upon unless it is noted in the specific agenda item that no action is contemplated.

### **BOARD OF PUBLIC WORKS ITEMS**

1. Minutes from previous meeting
2. Election of officers
3. Request by East Tosa Alliance for street closure to hold their second annual East Tosa Gran Prix event on June 29, 2014
4. Request by Melissa Stippich, 2220 N. Wauwatosa Ave., Tundra Trike, for a Street Vendor license for a vending tricycle throughout Wauwatosa
5. Request by Rachel Goeden, Race Director, Run Like A Mother, for use of the parking lot under the Harmonee Bridge to hold a Run Like A Mother race on May 11, 2014
6. Request by Terra Engineering & Construction Corporation, 2201 Vondron Road, Madison, for extended work hours on the Underwood Creek Force Main Rehabilitation
7. Appeal of snow and ice removal charges in the amount of \$125 after the February 21, 2014 snow fall made by Jay Wendelberger at 1113 Glenview Ave.
8. \*Emergency purchase approval request by the Water Utility to pay four vendors approximately \$160,000 for repair of water main breaks due to the extreme weather
9. Memo from the Public Works Director recommending approval of a Letter of Agreement with the WI DOT regarding adaptive signal control operation and maintenance on Watertown Plank Road
10. \*Memo from the Senior Civil Engineer requesting execution of Intergovernmental Cooperation Agreement between the City of Wauwatosa and the Milwaukee Metropolitan Sewerage District concerning conveyance of Metropolitan Intercepting Sewer segments to the City
11. Memo from the Director of Public Works regarding review of Ayres and Associates proposal for installation of bicycle lanes on North Avenue from Wauwatosa Avenue to Menomonee River Parkway
12. \*Memo from the Director of Public Works awarding Contract 14-68 North Avenue Resurfacing and Utility Repair

Memo from the Director of Public Works and Council Resolution Awarding Contract 14-68 North Avenue Resurfacing and Utility Repair

13. Board resolution approving plans and specifications and authorizing the City Clerk to advertise for bids on Contract 14-25 / Project 6212 Interior Lighting Replacement - Public Works Building, Maintenance Bay
14. Board resolution approving plans and specifications and authorizing the City Clerk to advertise for bids on Contract 13-28 / Project 8010 Hart Park Improvements 68th to 70th Street Area, for Pavilion
15. Board resolution approving plans and specifications and authorizing the City Clerk to advertise for bids on Contract 13-191 / Project 6007 Replace Emergency Back-up Generator, Civic Center
16. Monthly water pumpage report for March 2014
17. Memo from the Director of Public Works and Board resolution authorizing final payment on Contract 13-02 Sanitary Sewer Improvements in an area bounded by Hampton Ave, 100th Street, Congress Street and 110th Street
18. Partial payments
19. Contract updates

\*May be considered by the Common Council on May 6, 2014

It is anticipated that each item listed on the agenda may be discussed, referred or acted upon unless it is noted in the specific agenda item that no action is contemplated.

Any person who has a qualifying disability as defined by the Americans with Disabilities Act who requires the meeting or materials at the meeting to be in an accessible location or format, must contact the City Clerk at voice telephone 479-8917 or TTY 471-8484 (City Hall, 7725 W. North Avenue, Wauwatosa, Wisconsin 53213) for accommodations. Requests for accommodations for meetings should be made at least three (3) business days prior to the meeting. Every effort will be made to arrange accommodations for all meetings; so please give the City Clerk as much advance notice as possible.

CITY OF WAUWATOSA  
MEMO



To: **Board of Public Works**

From: **Carla Ledesma**

Date: **April 30, 2014**

Subject: **Request by East Tosa Alliance for street closure to hold their second annual East Tosa Gran Prix event on June 29, 2014**



## EAST TOSA ALLIANCE

[www.easttosa.org](http://www.easttosa.org)

April 23, 2014

Dear Clerk Ledesma,

The East Tosa Alliance is requesting street closure of North Avenue and adjacent streets to host our second annual "East Tosa Gran Prix" which is a free bicycle race and family event in conjunction with the Tour of America's Dairyland Race Series. Our event is intended to showcase the East Tosa commercial district and surrounding neighborhoods and the City of Wauwatosa as an exciting, vibrant and healthy urban community. The East Tosa Alliance is currently fundraising nearly \$30,000 to cover the costs of this event.

East Tosa Gran Prix event details:

- Sunday, June 29, 2014 from 9:00 am until 10:00 pm.
- Requested closures:
  - West North Avenue between North 68<sup>th</sup> Street and Wauwatosa Avenue;
  - West Meinecke Avenue between 68<sup>th</sup> Street and 74<sup>th</sup> Street
  - North 74<sup>th</sup>, North Lefeber, North 73<sup>rd</sup>, North 72<sup>nd</sup>, North 71<sup>st</sup>, North 70<sup>th</sup>, North 69<sup>th</sup> Streets between West North Avenue and West Meinecke Street.
  - Public parking lots at North 69<sup>th</sup> and West North Avenue and North 72<sup>nd</sup> and West North Avenue.

We have met with Police Department and with Aldermen of the First and Fifth Districts to discuss policing requirements and emergency routes within our neighborhood for the day of the event. We have also communicated our intent to repeat this event from last year with the Fire Department and will be meeting with them in the near future. We propose an additional meeting with the Police department and Tour of America's Dairyland officials to further refine preliminary cost projections and coordinate safety and security of the participants and those in attendance.

- Tour of America's Dairyland is providing approximately 3,500 linear feet of hard barricades to place along West North Avenue between the spectators and race course, as well as trained local volunteers to assist with logistics and people movement on the day of the event.

We agree to meet with staff from Health and Public Works Department as necessary to finalize necessary event details.

We will carry \$1,000,000 per occurrence/ \$1,000,000 total coverage liability insurance policy for this event, which is based on an estimated attendance of between 10,000 and 12,000 people, unless the City requires a greater amount.

We respectfully request a recommendation to the Common Council for approval of this event. Should you have any questions, please contact me at 414.507.5000.

Regards-

**MAYA ROMBOY**

Vice Chair / Special Events  
East Tosa Alliance

C: Meg Miller, Board Chair; Kathryn Knowlton, Secretary; Angela Quigley, Treasurer, Josh Fulfer, Marketing Chair  
District 1 and 5 Alders, James Moldenhaur, Matthew Stippich, Robert Pantuso and Joel Tilleson



## Carla Ledesma

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**From:** James Case  
**Sent:** Thursday, May 01, 2014 3:46 PM  
**To:** Carla Ledesma  
**Cc:** Rob Ugaste  
**Subject:** RE: 2013 East Tosa Gran Prix

Carla,

We worked closely with the planning committee last year and had no issues with the layout. We would be willing to support a similar event again this year.

Jim Case  
 Assistant Chief  
 Wauwatosa Fire Department  
 1601 Underwood Ave  
 Wauwatosa, WI 53213  
 Office (414) 471-8490  
 Cell (414) 333-3624  
 Fax (414) 471-8473  
 jcase@wauwatosa.net

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**From:** Rob Ugaste  
**Sent:** Thursday, May 01, 2014 11:41 AM  
**To:** James Case  
**Subject:** FW: 2013 East Tosa Gran Prix

Jim,  
 Please respond to Carla and CC myself.  
 Thanks!  
 Chief

Chief Rob Ugaste, EFO, CFO, MIFireE, MS  
 Wauwatosa Fire Department  
 414-471-8490

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**From:** Carla Ledesma  
**Sent:** Thursday, May 01, 2014 10:16 AM  
**To:** William Porter; Barry Weber; Rob Ugaste  
**Subject:** 2013 East Tosa Gran Prix

The East Tosa Alliance is once again holding the East Tosa Gran Prix event on June 29, 2014. The request for street closures to facilitate that event is on Monday's Board of Public Works agenda.

Would you please check with your staffs to see whether there were any issues, concerns, incidents, etc., with the 2013 event that should be brought to the Board's attention on Monday?

Please respond – either way – to me by 4 p.m. on Friday. Thanks,

Carla A. Ledesma, CMC, City Clerk  
City of Wauwatosa  
7725 W. North Avenue  
Wauwatosa, WI 53213  
414-479-8918  
[www.wauwatosa.net](http://www.wauwatosa.net)

CITY OF WAUWATOSA  
MEMO



To: **Board of Public Works**

From: **Carla Ledesma**

Date: **April 30, 2014**

Subject: **Request by Melissa Stippich, 2220 N. Wauwatosa Ave., Tundra Trike, for a Street Vendor license for a vending tricycle throughout Wauwatosa**

Fee: \$60.00 per year  
001-431-132

License No. \_\_\_\_\_

**CITY OF WAUWATOSA**  
**STREET VENDOR LICENSE APPLICATION**  
**BOARD OF PUBLIC WORKS APPROVAL REQUIRED**

Date April 30, 2014

I hereby apply for a Street Vendor License according to the provisions of Wauwatosa City Ordinance, Ch. 6.50

Name of Applicant (print) Melissa Stippich

Date of Birth 07/21/1968 If applicable, maiden name Nohr

Address 2220 N Wauwatosa Ave, Wauwatosa Zip 53213 Phone 414-259-8004

Prior Address (within 2 years) \_\_\_\_\_

Trade/Business Name Tundra Trike

Business Address 2220 N Wauwatosa Ave, Wauwatosa, WI 53213 Phone 414-259-8004

Type of Merchandise pre-packaged ice-cream novelties

Specific Location of Sale (see notes below) throughout Wauwatosa

Type of vehicle or structure (see notes below) vending tricycle

Date(s) of Sale \_\_\_\_\_

Hours of Operation daylight hours Number of Employees 1-2

Premises where merchandise is stored 2220 N Wauwatosa Ave, Wauwatosa, WI 53213

Have you been convicted of violating any law substantially related to street vending within the past 5 years? no If so, where? \_\_\_\_\_ Charge \_\_\_\_\_

Have you previously applied for this type of license in Wauwatosa? yes When? 2012 & 13 Granted? yes

Driver's License # S3125576876104 Issued by State of Wisconsin

I understand that my license is non-assignable and must be carried with me at all times.  
I hereby certify that all of the answers to the above questions are true and correct.

Signature of Applicant Melissa Stippich Home Phone 414-259-8004

**NOTES:**

- A. **Parking Lots:** If planning to use a parking lot, please attach a detailed diagram giving all pertinent dimensions. Indicate total parking spaces and any parking spaces that would be displaced.
- B. **Setbacks:** No sales are permitted in front yard or side yard setbacks without approval of the Board of Zoning Appeals.
- C. **Tents:** If planning to use a tent, please contact the Wauwatosa Fire Inspection Bureau, 414-471-8457.
- D. **Vending Vehicles:** The use of amplified chimes, bells, recordings or other sound producing devices on an ice cream vending vehicle is prohibited (Sec. 6.100.030 of City Ordinance). Ice cream vending vehicles are prohibited from stopping, standing, or parking to sell their products within fifteen feet, either in front or behind, any other parked vehicle. The ice cream vehicle vendor must leave adequate sight distance at all times between his/her vehicle and any potentially view-blocking object (Sec. 6.100.040 of City Ordinance).
- E. **Liability Insurance:** The Board of Public Works may require the applicant to obtain and furnish evidence of liability insurance in an amount and form determined appropriate by the Board (Sec. 6.50.050 of City Ordinance).

copy: Police Dept., Fire Dept.

CITY OF WAUWATOSA  
MEMO



To: **Board of Public Works**

From: **Carla Ledesma**

Date: **May 02, 2014**

Subject: **Request by Rachel Goeden, Race Director, Run Like A Mother, for use of the parking lot under the Harmonie Bridge to hold a Run Like A Mother race on May 11, 2014**

**Beth Gardner**

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**From:** milwaukeeinfo <milwaukeeinfo@runlikeamother.com>  
**Sent:** Friday, May 02, 2014 10:01 AM  
**To:** Beth Gardner  
**Subject:** Run Like A Mother Lot Use  
**Attachments:** RLAM Lot use.JPG

Ms. Gardner,

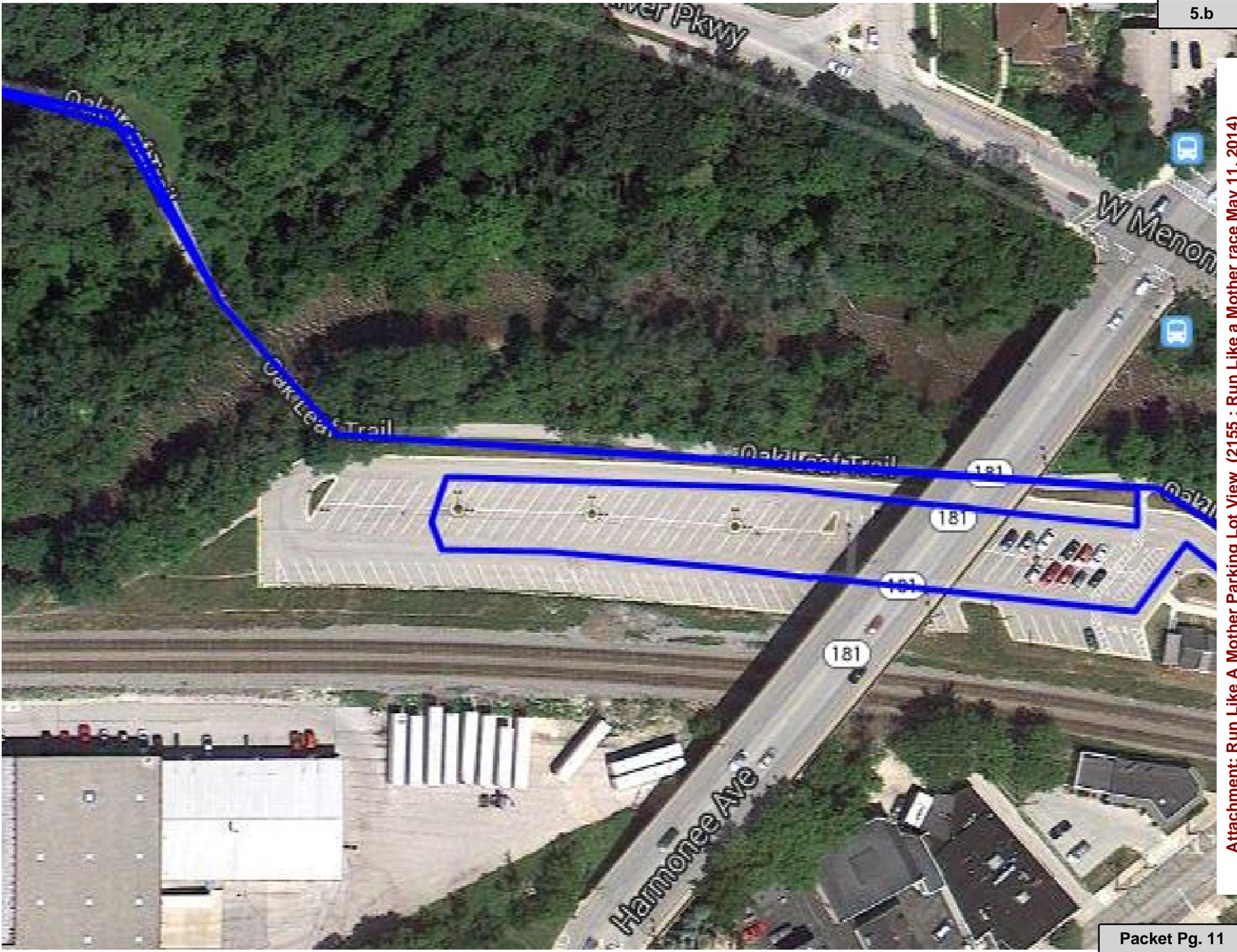
Thank you for following up about the May 5th meeting for approval of the use of the lot under Harmonee Ave. It is the intention of Run Like A Mother to use the lot located under the Harmonee Ave. Bridge in the Village of Wauwatosa (see attached map) on Sunday May 11th 2014 from 9:30am - 10:30am. Run Like A Mother will provide volunteers to direct vehicles away from the lot as well as direct runners in the correct use of the lot. The lot will reopen for cars after the last runner is out of it (my estimate would be between 10:15am - 10:30am). I appreciate your consideration to assist our event.

Can you let me know where the Monday meeting will be?

Thank you for your time,

**Rachel Goeden**  
**Race Director - Milwaukee**  
**Jockey presents Run Like A Mother**  
**414-801-9143**

Attachment: E-mail request by Run Like A Mother (2155 : Run Like a Mother race May 11, 2014)



Attachment: Run Like A Mother Parking Lot View (2155 : Run Like a Mother race May 11, 2014)

CITY OF WAUWATOSA  
MEMO



To: **Board of Public Works**

From: **Carla Ledesma**

Date: **April 29, 2014**

Subject: **Request by Terra Engineering & Construction Corporation, 2201 Vondron Road, Madison, for extended work hours on the Underwood Creek Force Main Rehabilitation**



▲ ENGINEERING & CONSTRUCTION CORPORATION ▲

April 14, 2014

City of Wauwatosa  
City Clerk's Office  
7725 West North Avenue  
Wauwatosa, WI 53213

Attn: Carla A. Ledesma, CMC

RE: Underwood Creek Force Main Rehabilitation  
Extended work hours

Dear Ms. Ledesma:

We will be commencing work on the above mentioned project. We would like to extend our hours of work. I know that this need to be approved by the Board of Public Works. If possible, I would like to get this up for vote in your earliest meeting after April 21, 2014.

Please don't hesitate to contact me with questions. Thank you.

Sincerely,  
TERRA ENGINEERING & CONSTRUCTION CORP.

*James R. Joehnk*  
James R. Joehnk, P.E.  
Project Manager

140424PM0348WAWATOSA CLERK



CITY OF WAUWATOSA  
MEMO



To: **Board of Public Works**

From: **William Porter**

Date: **May 01, 2014**

Subject: **Appeal of snow and ice removal charges in the amount of \$125 after the February 21, 2014 snow fall made by Jay Wendelberger at 1113 Glenview Ave.**

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**A. Issue**

Should the resident at 1113 Glenview Avenue be assessed for costs associated with clearing snow and ice from the public sidewalk in front of their home?

**B. Background/Options**

Each October, the City sends out letters to abutting property owners along arterial streets and proximate to schools advising them of their responsibility to remove snow and ice from sidewalks within a set period after the snow stops falling. A copy of the section of the City code that governs this rule is attached as Appendix A. Also enclosed is a copy of the section of the code that allows the City to charge the property owner for this work.

In the case of this resident, Mr. Wendelberger, he was cited on December 17, 2013 for not clearing his walk in compliance with the ordinance. The charge for that effort was \$210, based on clearing 70 feet of walk. He appealed the December invoice and the charges were voided in a letter sent to him on February, 3, 2014 which is standard practice for first time offenses.

A second occurrence of failure to clear the walk from ice and snow was reported on February 21, 2014. In this instance the walk was coated with ice. A note was left to salt the walk. 24hours later the walk was not salted. Forestry crews were forced to salt 25 feet of walk. A bill for \$125 was invoiced.

Mr. Wendelberger indicated he wished to contest both bills I stated that I could not waive a second violation, hence the reason for this item being placed on the agenda.

Copies of the relevant field reports and photos are attached as Appendix B.

**C. Fiscal Impact**

Waiving of these charges will forfeit revenue due the City for services already rendered.

**D. Recommendation**

It is my recommendation that these fees not be waived and the full charges of \$335 be assessed.

attachments

cc: Ken Walbrant, Parks & Forestry Supt.

# APPENDIX A

**12.24.010 Removal of snow and ice from sidewalks.**

The owner, occupant, or person in charge of each and every building or property in the city of Wauwatosa fronting upon or adjoining any street, and the owner or person in charge of any unoccupied building or lot fronting upon or adjoining any city street, the public sidewalk and the adjoining crosswalk by twelve noon of the day following any snowfall or accumulation of ice and shall cause the same to be kept clear from snow and ice. Crosswalks are to be cleared to the plowed area of the street. When ice is formed on any sidewalk or crosswalk and it cannot be removed, the owner, occupant, or person in charge of the adjacent property shall keep the sidewalk and crosswalk sprinkled with calcium chloride, sodium chloride, other acceptable deicing materials or sand. Where snow continues to fall for some time, it shall be removed immediately after the snowfall ends.

*(Ord. O-88-17 § 1, 1988)*

**12.24.040 Removal of snow, ice, mud, dirt and rubbish from sidewalks—  
Enforcement.**

The provisions of Sections 12.24.010 to 12.24.050 shall be enforced by the police department of the city of Wauwatosa.

*(Prior code § 10.14(3))*

**12.24.050 Removal of snow, ice, mud, dirt and rubbish from sidewalk—  
Noncompliance—Removal by city.**

In case the provisions hereof are not complied with, the common council, or a committee or board of public works, shall cause all ice, snow, mud, dirt, rubbish, filth, or other substance to be removed from such sidewalk, and shall demand payment of the expense of such removal of the occupant of any such occupied premises or of the owner or agent of any such unoccupied premises, as the case may be, if such occupant, owner or agent, can be found within the city. If the expense of such removal is not paid forthwith it shall be a tax upon the premises bounded by such sidewalk, to be levied and assessed thereon and collected as provided in Section 66.0907(5), Subsection 5, Wisconsin Statutes.

*(Ord. O-02-1 § 1 (part), 2002; Ord. O-74-113 § 1, 1974; prior code § 10.14(4))*

**12.24.060 Throwing snow and ice on street unlawful.**

It is unlawful for any person, firm, or corporation to throw or put or cause to be thrown or put any snow or ice from private property into any street, avenue or other public place in the city of Wauwatosa.

*(Prior code § 10.16(1))*

**12.24.120 Snow removal policy—Special charge.**

- A. A property owner has a duty to remove snow and ice from the city sidewalk abutting such property in accordance with the provisions of Section 12.24.010.

**Attachment: snow & ice removal appl (2145 : 1113 Glenview Ave - snow appeal)**

7.a

- B. Failure to comply with such provisions authorizes the city to have such work performed as provided for in Section 12.24.050.
- C. The special charge for snow and/or ice removal provided by the city in accordance with Section 12.24.050 shall be as shown in the fee schedule.
- D. In addition to the special charge, the city forester or his designee is authorized to issue a citation for a violation of Section 12.24.010.
- E. **Penalty.** Any person, firm, or corporation who violates the provisions of Section 12.24.010 shall pay a forfeiture of not less than fifty dollars for the first conviction within a twelve-month period. For a second conviction within a twelve-month period, the forfeiture shall not be less than two hundred dollars and for each conviction thereafter within a twelve-month period, the minimum forfeiture shall be five hundred for each offense.
- F. The special charges shall be in addition to any other penalty authorized for violating such provision.

*(Ord. O-96-1 § 17, 1996; Ord. O-92-16 § 1, 1992)*

Packet Pg. 17

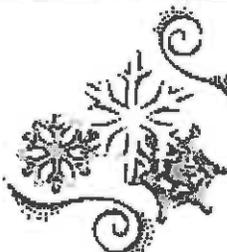
## APPENDIX B

**From:** Mary Clare Schuller  
**Sent:** Wednesday, April 09, 2014 8:16 AM  
**To:** William Porter  
**Subject:** Snow and ice

As you can see, there are two violations; one was put on hold in December, the second is the one he is calling about.

Violations

## Snow and Ice Violations



**AddrCode**  **KeyNbr**

**Address**

**Description**

**Majc**

StormDate	Feet	Cost	Owner	Notes	Season	Hold Info
12/17/2013	70	210	Wendelberger		13-14	Hold 2/3/14
2/21/2014	25	125	Wendelberger		13-14	
*					13-14	

Records: 1 of 2 |  |

**Deor Hitt**

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**From:** William Porter  
**Sent:** Tuesday, April 29, 2014 6:37 PM  
**To:** Deor Hitt  
**Subject:** FW: Invoice 4935 / 5013

This is the complainant's name on Glenview re snow and ice complaint

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**From:** Jay [mailto:jwendelberger@hotmail.com]  
**Sent:** Tuesday, April 29, 2014 6:14 PM  
**To:** William Porter  
**Subject:** Invoice 4935 / 5013

Hello Mr. Porter,

Just wanted to follow up with you and make sure we our slated to present our matter to the Board of Public Works next Friday May 5<sup>th</sup>.

Would you be so kind as to let me know if there is a specific time that they slate to hear such matters (e.i. beginning or end or a specific time)?

Thank you again for your time and cooperation. I look forward to hearing from you.

Respectfully,

Jay Wendelberger  
1113 Glenview Avenue  
Wauwatosa, WI 53213

Hold

# CITY OF WAUWATOSA PARKS AND FORESTRY SNOW AND ICE REMOVAL VIOLATION

Address: 1113 GLENVIEW W

Key No: 382-0190-00

Owner: Jay & Karen Wendelberger  
Owner's Address: \_\_\_\_\_

Snow Ended: 12-18-13  
Date of Violation: 12-19-13

Time: 9:00 AM

Initial: J.O.

City, State: 53213

If not a major street, date and time that notice is given:

- Condition:
- New snow
  - Snow from street
  - Drifting snow
  - Ice
  - Not shoveled full width of walk
  - Not ADA compliant
  - Not shoveled to street

Linear feet: 70'

Total charge: \_\_\_\_\_

rate = \$100 mobilization charge plus \$1/ft up to 30 ft and \$2/ft for n

- Action taken:
- Plow
  - Salt
  - Sand
  - Haul

Date: 12-19-13

Operator: J. O'Brien

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Previous Violations: none



# CITY OF WAUWATOSA PARKS AND FORESTRY SNOW AND ICE REMOVAL VIOLATION

Address: 1113 GLENVIEW

Key No: 382-0190-00

Owner: Jan & Karen Wendelbergen  
Owner's Address: \_\_\_\_\_

Snow Ended: 2/31/14  
Date of Violation: 3/24/14  
Time: 11:20 AM  
Initial: [Signature]

City, State: 53213

If not a major street, date

- Condition:  New snow  
 Snow from street  
 Drifting snow  
 Ice  
 Not shoveled full width of walk  
 Ramp/ walk not ADA compliant  
 Not shoveled to street



Linear feet: 25'

Total charge: 125.00

rate = \$100 mobilization fee plus \$1/ft up to 30 ft and \$2/ft for more than

- Action taken:  Plow  
 Salt  
 Sand  
 Haul

Date: 2/25/14 8:10 Am

Operator: BT

Comments: SALTED heavily

Previous Violations: 12-17-13



Attachment: snow & ice removal appl (2145 : 1113 Glenview Ave - snow appeal)

TO: BOARD OF PUBLIC WORKS  
FOR COMMON COUNCIL APPROVAL

SUBJECT: EMERGENCY PURCHASE UNDER SECTION  
3.20.040 (4) OF THE WAUWATOSA CITY CODE

DEPARTMENT: Water

DATE OF PURCHASE: January 2, 2014 to March 31, 2014

AMOUNT: Estimate of \$160,000

ITEM OR SERVICE PURCHASED: Private contractors services assisted the water utility repairing water main breaks, leaking water services, and gate valves during the winter time period listed above.

VENDOR NAME: 1) DF Tomasini; N70 W2176 Indian Grass lane; Sussex WI  
ADDRESS 2) American Sewer Services; N2768 County Road P; Rubicon, WI  
3) Globe Contractors N50 W23076 Betkar Rd: Pewaukee, WI  
4) Mid City Plumbing; 12930 W. Custer Ave; Butler, WI

EXPLANATION OF CIRCUMSTANCES (to be entered in the Common Council minutes)

Due to the extreme winter weather during the month of February, the Wauwatosa Water Utility required additional manpower and equipment to keep up with repairing failing infrastructure to eliminate potential hazardous conditions. During a typical February the utility staff would repair 14 main breaks. This past February the water utility experienced 60 water main breaks. The contractors were involved in 30 water distribution system repairs.

Department Head  
Approval Signature:  Date: 4-23-14

Purchasing  
Approval Signature: \_\_\_\_\_ Date: \_\_\_\_\_

CITY OF WAUWATOSA  
MEMO



To: **Board of Public Works**

From: **William Porter**

Date: **May 02, 2014**

Subject: **Memo from the Public Works Director recommending approval of a Letter of Agreement with the WI DOT regarding adaptive signal control operation and maintenance on Watertown Plank Road**

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**A. Issue**

Should the City of Wauwatosa approve the attached agreement with Wisconsin Department of Transportation (WisDOT) regarding adaptive signal technology being installed on four new traffic signals being installed on Watertown Plank Road as part of the Zoo Interchange Project.

**B. Background/Options**

As has been the case for new signals installed along Wisconsin Avenue and Blue Mound Road, WisDOT is asking for the permission to install their adaptive signal hardware in the traffic controllers at Watertown Plank Road and the Swan/Innovation, Discovery Parkway, 92<sup>nd</sup>, and 87<sup>th</sup> Street intersections. This hardware will enhance WisDOT's ability to maintain traffic flow and reduce congestion associated with the major freeway construction beginning next year and running until 2018.

WisDOT will manage the adaptive signal technology at these intersections during the period of construction. The City will be responsible for normal signal maintenance, and to notify WisDOT before any timing changes are made to the signal and to expedite repairs if there is an accident.

**C. Fiscal Impact**

WisDOT will be responsible for all costs associated with this installation as well as any out of the ordinary maintenance costs.

**D. Recommendation**

Staff recommends approval of the attached Letter of Agreement with Wisconsin Department of Transportation.

attachment

cc: James Archambo, City Administrator  
Alan Kesner, City Attorney  
Randy Michelz, Traffic & Electrical Supt.



Division of Transportation System Development  
Southeast Regional Office  
141 N.W. Barstow Street  
P.O. Box 798  
Waukesha, WI 53187-0798



Scott Walker, Governor  
Mark Gottlieb, P.E., Secretary  
Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Telephone: (262) 548-5903  
Facsimile (FAX): (262) 548-5662

E-Mail: [waukesha.dtd@dot.wi.gov](mailto:waukesha.dtd@dot.wi.gov)

### Letter of Agreement Regarding Adaptive Signal Control Operational and Maintenance Between the Wisconsin Department of Transportation and The City of Wauwatosa

The Wisconsin Department of Transportation (WisDOT), an agency of the State of Wisconsin, and the City of Wauwatosa, a municipal body corporate, enter into this Letter of Agreement (LOA) for purposes of installing and managing adaptive traffic signal technology associated with the reconstruction of the Zoo Interchange in Milwaukee County.

WisDOT is reconstructing the Zoo Interchange and various arterial streets as part of the Zoo Interchange reconstruction project (the Project) and desires to provide traffic congestion mitigation during construction. As part of that mitigation WisDOT desires to install adaptive traffic signal controls (ASC) at specified intersections in or near the Project. The City of Wauwatosa owns and operates certain signals where WisDOT desires to implement and manage ASC technology.

WisDOT and the City of Wauwatosa acknowledge and agree that the ASC technology is critical to managing traffic during Project construction and that failure to manage the ASC to the terms set forth herein could result in traffic management issues up to and including traffic management failures within and around the Project including within the City of Wauwatosa. The traffic congestion mitigation contemplated under this LOA will assist the City of Wauwatosa in managing its traffic during Project construction.

The City of Wauwatosa currently owns and operates at least one signal where WisDOT desires to implement ASC. WisDOT and the City of Wauwatosa agree to work cooperatively in order to accomplish traffic congestion mitigation as defined under this LOA.

Pursuant to the above-referenced common objectives, WisDOT and the City of Wauwatosa agree to the following:

**Definitions:**

“Traffic Signal Controller Parameters” (TSCP) shall mean typical traffic signal programming , as generally applied though traffic signal operation, including but are not limited to coordination, maximum green time, minimum green time, gap/passage time, recalls including soft recalls, non-locking memory, detector delays, protected/permitted left turns, protected only including flashing yellow and, detector diagnostics failure mode.

“ASC Parameters” shall mean settings and that are unique to the ASC system which intercept vehicular I calls and affect the controller call I signal result depending on real time traffic conditions.

“Operations” shall mean, setting ASC Parameters, making detection zone adjustments, progression decisions and monitoring performance of the ASC system.

“Maintenance” shall mean ensuring continued operation of the ASC system including activity and actions performed on or about the system.

This LOA will cover the following signal locations:

1. Watertown Plank Road & Swan Blvd./Innovation Dr.
2. Watertown Plank Road & Discovery Parkway
3. Watertown Plank Road & 92<sup>nd</sup> Street
4. Watertown Plank Road & 87<sup>th</sup> Street

For each location, WisDOT will assume Operations and Maintenance responsibility for the ASC system. Installation and Maintenance of the ASC system may be by either WisDOT or its designated contractor. Where a WisDOT contractor is performing work on any traffic signal, such contractor may or may not be accompanied by a WisDOT employee.

**Responsibilities of WisDOT**

Installation of the ASC equipment (or by contractor selected and managed by WisDOT) in an established traffic signal control site.

Establishing the ASC Parameters, making detection zone adjustments, progression decisions and monitoring performance of the ASC system.

Provision of all necessary Traffic Signal Controller Parameters to the City of Wauwatosa which shall be implemented by the City of Wauwatosa simultaneously with WisDOT implementation of the ASC Parameters for a particular traffic signal.

Remote monitoring of the traffic signals where ASC has been implemented.

Notice to the City of Wauwatosa of ASC equipment failure requiring the City of Wauwatosa to revert traffic signal to pre-existing traffic signal controller program or settings.

Review and approval (or rejection or modification) of proposed changes by the City of Wauwatosa for Traffic Signal Controller Parameters.

Twenty-four (24) hour prior notice to municipality when it requires physical access to a traffic signal covered under this Agreement for purposes of accessing ASC system related equipment. WisDOT agrees to follow the City of Wauwatosa requirements for access with regard to general operating procedures associated with traffic signal access as provided to WisDOT from the City of Wauwatosa. A WisDOT employee may or may not accompany any WisDOT contractor requiring physical access to a traffic signal on behalf of WisDOT. WisDOT will provide as much notice as is practical to the City of Wauwatosa in an emergency situation.

Provide minimum three (3) business days notice to the City of Wauwatosa of schedule to install ASC system at any traffic signal location.

Minimum three (3) business days notice to the City of Wauwatosa of actual implementation of the ASC Parameters.

Maintenance of the communications facilities required to the pre-terminated patch panel at a traffic signal.

**Responsibility of the City of Wauwatosa**

Provision of access to WisDOT for ASC equipment installation pursuant to WisDOT’s required three business day notice of installation to the City of Wauwatosa.

Provision of access to WisDOT for ASC implementation pursuant to WisDOT’s required three business day notice of installation to the City of Wauwatosa.

Provision of access on twenty-four (24) hour notice by WisDOT for on site physical access to traffic signals covered under this LOA.

Programming of the WisDOT provided Traffic Signal Controller Parameters simultaneously with WisDOT implementation of ASC Parameters.

Normal maintenance and operation of the traffic signal not related to the ASC system.

Strict adherence to the Traffic Signal Controller Parameters provided by WisDOT for each traffic signal location.

Request to and approval from WisDOT for any changes to the Traffic Signal Controller Parameters and provision of verification of such changes to WisDOT within twenty-four (24) hours of completion of such programming.

In the event of an emergency requiring changes to a signal where WisDOT cannot be reached within a reasonable time, the City of Wauwatosa will continue efforts to notify WisDOT of the required emergency changes. Information regarding emergency changes made must be provided to WisDOT and the City of Wauwatosa agrees to reverse such changes immediately upon termination of the condition or circumstance causing the emergency change and to notify WisDOT when such removal or termination is complete.

Prompt notice to WisDOT Statewide Traffic Operations Center at 1-800-375-7302 regarding any functional or operations issue or question for any traffic signal covered under this LOA.

Immediate notification to WisDOT of any camera disruption used for the ASC system. If a camera and/or its supporting structure is disrupted (for any reason) the supporting structure must be re-established within seventy-two (72) hours in order to ensure the integrity of the ASC system. In the event a supporting structure cannot be repaired, replaced, or otherwise made operational within the specified time frame, WisDOT must be notified immediately.

**Other Information**

Upon installation of the ASC system and prior to the implementation of the ASC Parameters, the City of Wauwatosa will retain control and responsibility for all traffic signal operations.

ASC equipment does and will remain at all times the property of WisDOT. Any and all requirements regarding proprietary technology and/or equipment will remain in full force and effect as to such technology and/or equipment. In the event the City of Wauwatosa desires additional information regarding its responsibility, if any, in this regard WisDOT will provide such information.

The WisDOT Electrical Field Unit (EFU) or its designee will maintain the ASC system, including but not limited to cameras, mounting brackets, camera cabling, and all other ASC components within the traffic signal cabinet. The City of Wauwatosa will not access, interfere with or in any way change the ASC system components.

This LOA will be in effect as of the last date signed below and will remain in effect until December 31, 2018, unless extended by written mutual agreement of WisDOT and the City of Wauwatosa. Upon expiration of this LOA, the ASC system will be removed by WisDOT unless agreed to otherwise by WisDOT and the City of Wauwatosa under separate written agreement. In any case, WisDOT will not manage and control the ASC system after expiration of this LOA.

Installation of all ASC equipment, initial programming, modifications, maintenance and trouble shooting, and equipment removal will take place at the traffic signal site. Each party will update contact information expeditiously in order to facilitate continuing management of this LOA. Fiber connections required to monitor the traffic signals will be placed and managed under separate agreement.

This LOA may be amended by the written agreement of WisDOT and the City of Wauwatosa.

Nothing in this LOA shall limit or otherwise affect the sovereign immunity of the State of Wisconsin.

**Agreed on behalf of the City of Wauwatosa**

\_\_\_\_\_  
(Signature of authorized representative)

\_\_\_\_\_  
(Date)

**Agreed on behalf of WisDOT**

\_\_\_\_\_  
(Signature of authorized representative)

\_\_\_\_\_  
(Date)

**Contacts:**

WisDOT  
STOC

City of Wauwatosa  
(Include as applicable)

CITY OF WAUWATOSA  
MEMO



To: **Board of Public Works**

From: **William Porter**

Date: **April 30, 2014**

Subject: **\*Memo from the Senior Civil Engineer requesting execution of Intergovernmental Cooperation Agreement between the City of Wauwatosa and the Milwaukee Metropolitan Sewerage District concerning conveyance of Metropolitan Intercepting Sewer segments to the City**

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**A. Issue:**

Approve execution of Intergovernmental Cooperation Agreement (ICA) between the City of Wauwatosa (City) and the Milwaukee Metropolitan Sewerage District (District) concerning conveyance of Metropolitan Intercepting Sewer (MIS) segments to Wauwatosa.

**B. Background/Options**

The District has undertaken a process of identifying segments of MIS in their system that do not meet their current definition of an MIS: they serve only one municipality and are most often not larger than 24" diameter.

They are identifying these segments in all 28 municipalities they serve. Within Wauwatosa, they have identified 12 MIS segments to be transferred to the City. They have provided us with as built records and condition surveys of the sewer segments. We will be reviewing the condition surveys to verify the sewers are not in need of immediate rehabilitation prior to transfer.

We are starting this transfer process with the two segments listed below. We plan on continuing the review of plans and condition to complete the remaining transfers in a timely manner.

- WA 4-1: Approximate length of 1,005 lineal feet, 12" diameter, N 62<sup>nd</sup> St - north of State Street. This segment is adjacent to the proposed apartment development at 1215 N 62<sup>nd</sup>. We have reviewed the records and determined the sewer to be free from significant defects. The sewer will not need any immediate rehabilitation.
- WA 3-8: Approximate length of 419 lineal feet, 12" diameter, Menomonee River Parkway, north of Burleigh Street. This sewer segment requires rehabilitation. The District is preparing construction documents to install a cured-in-place liner. Transfer will occur upon completion and review of the liner.

**C. Options**

1. Approve the request.
2. Deny the request

**D. Fiscal Impact**

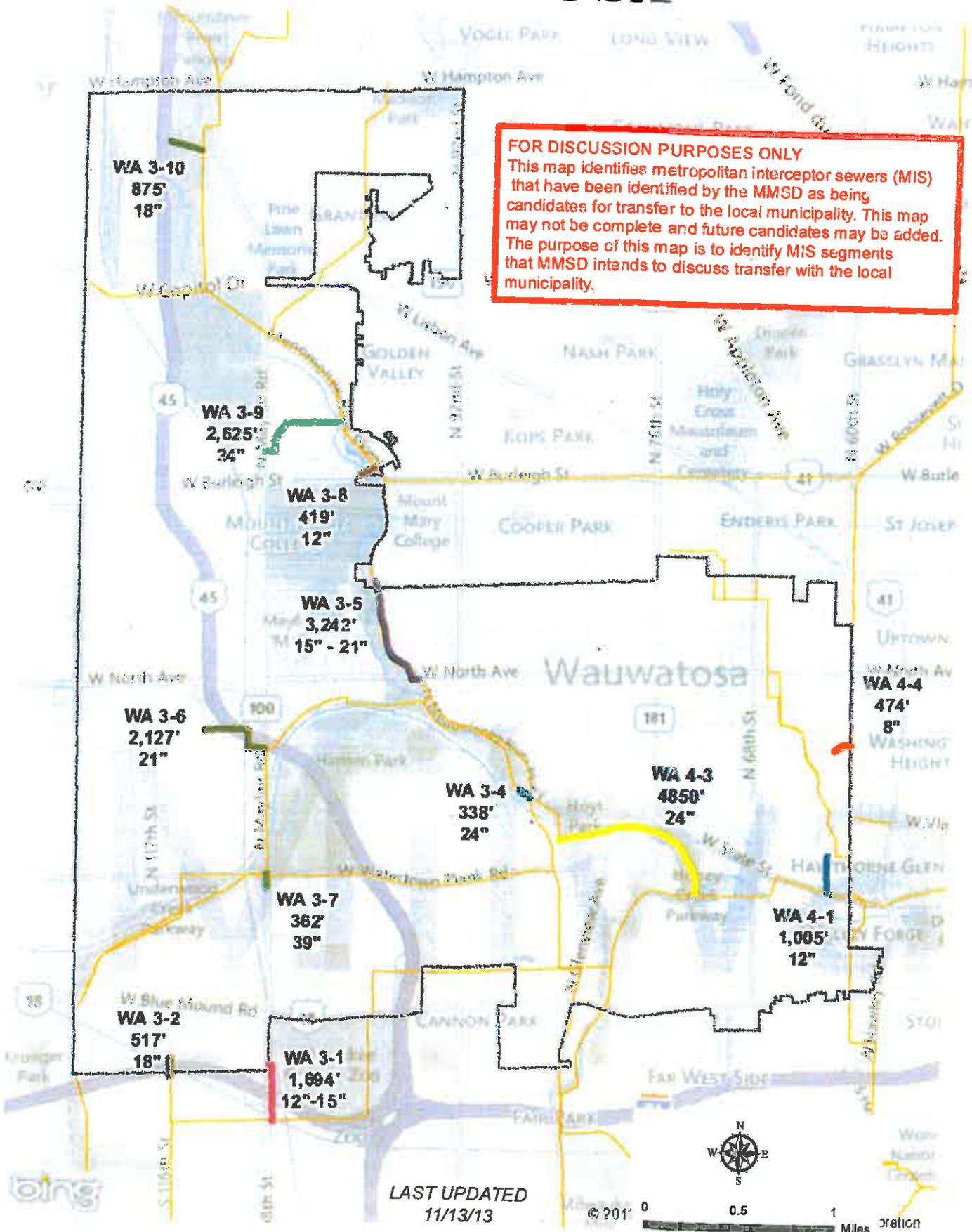
There are no fiscal impacts other than the long term operation and maintenance of the sewers.

**E. Recommendation**

We recommend execution of the agreement.

# PROPOSED SEWERS TO TRANSFER WAUWATOSA

**FOR DISCUSSION PURPOSES ONLY**  
This map identifies metropolitan interceptor sewers (MIS) that have been identified by the MMSD as being candidates for transfer to the local municipality. This map may not be complete and future candidates may be added. The purpose of this map is to identify MIS segments that MMSD intends to discuss transfer with the local municipality.



INTERGOVERNMENTAL COOPERATION AGREEMENT BETWEEN THE CITY OF WAUWATOSA AND THE MILWAUKEE METROPOLITAN SEWERAGE DISTRICT CONCERNING CONVEYANCE OF METROPOLITAN INTERCEPTING SEWER SEGMENTS TO WAUWATOSA

The City of Wauwatosa, a general purpose municipal corporation, organized and operating pursuant to Wis. Stats. Ch. 61 ("City"), and the Milwaukee Metropolitan Sewerage District, a municipal body corporate, organized and operating pursuant to Wis. Stats. §§ 200.21 through 200.65 ("District"), enter into this Intergovernmental Cooperation Agreement ("Agreement"), pursuant to Wis. Stats. § 66.0301, effective the latest date appearing below, to convey Metropolitan Intercepting Sewer (MIS) segments, as more specifically described below, to the City and provide for the modification of District facilities as more specifically described below:

WHEREAS, the District and the City have reviewed the ownership, operation, and maintenance of various sewers within the City to ascertain how to improve maintenance and operation of the respective systems; and

WHEREAS, the District and the City have identified five areas wherein sewers originally constructed by the District as Metropolitan Intercepting Sewers that now serve only local City interests and needs, such areas being depicted in Exhibit \_\_\_\_, attached hereto; and

WHEREAS, the City has determined that it can efficiently and cost effectively address the operation and maintenance of sewers proposed for transfer to the City; and

WHEREAS, the Milwaukee Metropolitan Sewerage Commission has determined that the above referenced sections of sewer are no longer needed to carry out its powers and duties; and

WHEREAS, the transfer of sewers proposed herein will save the City the expense of planning, designing, and constructing a parallel sewer to an existing District-constructed sewer; and

WHEREAS, sewers proposed for transfer to the City only provide service to meet local needs.

NOW, THEREFORE, in light of the above and foregoing declarations, the City and the District enter into this Intergovernmental Cooperation Agreement, setting forth their respective roles, rights and obligations under this Agreement:

A) CONVEYANCE OF METROPOLITAN INTERCEPTING SEWER SEGMENTS TO THE CITY.

- (1) The District and the City agree that the District shall convey to the City and the City shall accept from the District ownership of the following Metropolitan Intercepting Sewer segments depicted on Exhibit \_\_\_\_:

- (a) WA 3-8: The transfer begins in MMSD manhole 13123 located in the southeast corner of the southwest quarter of Section 8, Township 7 North, Range 21 East, in the City of Wauwatosa, Wisconsin, said manhole included in the transfer; thence traveling northeast 404.07 feet to MMSD manhole 13122, said sanitary sewer and manhole included in the transfer; thence traveling northeast 14.98 feet to MMSD manhole 13007, said sanitary sewer included in the transfer, said manhole not included in the transfer, said manhole also being the upstream terminus of the 12-inch diameter sewer.
- (b) WA 4-1: The transfer begins in MMSD manhole 07425 located in the southwest corner of the southeast quarter of Section 22, Township 7 North, Range 21 East, in the City of Wauwatosa, Wisconsin, said manhole included in the transfer, thence traveling south 278.67 feet to MMSD manhole 07424, said sanitary sewer and manhole included in the transfer; thence traveling south 350.96 feet to MMSD manhole 07423, said sanitary sewer and manhole included in the transfer; thence traveling south 331.91 feet to MMSD manhole 07422, said sanitary sewer and manhole included in the transfer; thence traveling southeast 40.02 feet to MMSD manhole 07421, said sanitary sewer included in the transfer, said manhole not included in the transfer, said manhole also being the upstream terminus of the 12-inch diameter sewer.

(2) The transfer shall be deemed concluded and the sewer ready for title transfer upon the District providing the City with copies of the District's as-built records, operation and maintenance records, and inspection/condition records confirming that the identified MIS segments are in a sound condition, demonstrated through use of National Association of Sewer Service Companies (NASSCO) with all structural ratings classified as a "3" or better. The District shall also cooperate with the City in the joint use of easements and agreements owned by the District.

(3) The City agrees that once the conveyance of the above MIS segments has occurred, the City will be responsible for all future operation, maintenance, repair, rehabilitation and replacement of the MIS segments.

B) TIME FOR COMPLETION. The parties agree to make their best efforts to complete the transfer by \_\_\_\_\_.

WHEREFORE, the authorized representatives of the parties to this Intergovernmental Agreement affix their signatures, being duly authorized to do so.

CITY OF WAUWATOSA  
Executed this \_\_\_ day of \_\_\_\_\_,  
2014, pursuant to the approval granted  
on the \_\_\_ day of \_\_\_\_\_, 2014, by the  
Common Council of the City of Wauwatosa

MILWAUKEE METROPOLITAN  
SEWERAGE DISTRICT

BY: \_\_\_\_\_  
NAME, P.E.  
Executive Director  
Dated: \_\_\_\_\_, 2014

BY: \_\_\_\_\_  
Kathy Ehley  
Mayor

Approved as to form:

BY: \_\_\_\_\_  
Carla Ledesma  
City Clerk

Date: \_\_\_\_\_, 2014

\_\_\_\_\_  
NAME, District Legal Services  
Date: \_\_\_\_\_, 2014

Approved as to form and execution:

\_\_\_\_\_  
Alan Kesner  
City Attorney  
Date: \_\_\_\_\_, 2014

CITY OF WAUWATOSA  
MEMO



To: **Board of Public Works**

From: **William Porter**

Date: **May 01, 2014**

Subject: **Memo from the Director of Public Works regarding review of Ayres and Associates proposal for installation of bicycle lanes on North Avenue from Wauwatosa Avenue to Menomonee River Parkway**

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**A. Issue**

Should the City undertake a study of the possibility of installing bike lanes on North Avenue west of Wauwatosa Avenue to Menomonee River Parkway?

**B. Background/Options**

In 2014, the City will be installing bike lanes on North Avenue from Wauwatosa Avenue to 60<sup>th</sup> Street. The Committee has expressed interest in looking at the possibility of extending the bike lanes to the west as part of a follow up project. Staff received a proposal from Ayres and Associates to continue their study that they had done on the eastern section of North Avenue.

Previously the Committee had an opportunity to review a draft proposal with Ken Voigt from Ayres and Associates. The proposal that is attached to this memo is reflective of the changes requested by the Committee.

A final review of the proposal is being requested of the Committee.

**C. Fiscal Impact**

The original proposal was estimated to cost approximately \$17,000. After comments by the Committee the revised proposal came in at over \$23,000. The second revision which is attached is at the budgeted amount for this work. That figure is \$20,000. Ayres was able to get the figure reduced by eliminating two anticipated meetings from their scope. The project study is now on budget.

**D. Recommendation**

Staff recommends approval of the proposal from Ayres and Associates to study bike lanes on North Avenue from Wauwatosa Avenue to Menomonee River Parkway.

History:

04/29/14      Community Development Committee      RECOMMENDED FOR APPROVAL



April 11, 2014

Mr. William Porter  
 Director of Public Works  
 City of Wauwatosa  
 7725 West North Avenue  
 Wauwatosa, Wisconsin 53213

Re: Engineering Traffic Safety Analysis and Design of West North Avenue On-Street Bike Lanes

Dear Mr. Porter:

Thank you for this opportunity to submit this proposal for professional engineering services to develop preliminary concept plans for on-street bike lanes on the segment of West North Avenue between Wauwatosa Avenue and Menomonee River Parkway. This letter presents our proposed services, schedule, fee and contract terms and conditions.

### Project Description

The City of Wauwatosa (CLIENT) is interested in the overall traffic and pedestrian safety along with modification of the existing street segment of West North Avenue between Wauwatosa Avenue and Menomonee River Parkway with the addition of on-street bike lanes. The principal purpose of the study is to look at the engineering feasibility of adding a continuous bike lane on North Avenue, while minimizing impacts on existing on-street parking. The intent of the design is to add on-street bike lanes within the existing street curb-to-curb cross-section. The new bike lanes should provide a compatible extension of the planned bike lanes on east Wauwatosa Avenue.

### Scope of Services

#### **Task 1: Data Collection**

- a. The CLIENT will provide the Ayres Associates (CONSULTANT) with 'as built' plans and existing aerial photography for the study segment of West North Avenue between Wauwatosa Avenue and Menomonee River Parkway and its cross street intersection approaches including available data on existing utilities, right-of-way, pavement markings, and on-street parking regulations. The CONSULTANT will field verify existing intersection geometric and pavement markings identified in the study segment 'as built' plans.
- b. The CONSULTANT will obtain from the Wisconsin Department of Transportation data on the most recent three-year crash history for the study segment of West North Avenue. The CONSULTANT will also collect peak hour traffic turning movement count data at the following West North Avenue intersections:
  - i. Pasadena Boulevard
  - ii. Ludington Avenue
  - iii. North 89<sup>th</sup> Street
  - iv. Swan Boulevard
  - v. Menomonee River Parkway
- c. The CONSULTANT will observe traffic operation of the West North Avenue segment adjacent to the Sendik's Food Market and Ray's Liquor during peak weekday evening and mid-day Saturday time periods. The CONSULTANT will also observe school start and dismissal time period activity at Longfellow Middle School.

Mr. William Porter  
 April 11, 2014  
 Page 2 of 3

- d. The CONSULTANT will conduct a block by block existing parking space and loading zone inventory along the study segment of West North Avenue. The CONSULTANT will identify existing traffic control signage, bus stops, and school crossings locations.

#### **Task 2: Analysis**

- a. The CONSULTANT will identify the location and type of crashes along the study corridor to determine traffic safety conflicts issues that might be exacerbated with installation of a bike lane system along West North Avenue.
- b. The CONSULTANT will prepare a preliminary bike lane design for the study segment of West North Avenue. The design will identify selected identify locations for the use of bike boxes and green colored bike lane markings.
- c. The CONSULTANT will work with the City Traffic Safety Committee to identify locations for enhanced pedestrian crossing treatments of West North Avenue such as:
  - i. Wauwatosa Avenue
  - ii. 81<sup>st</sup> Street
  - iii. 83<sup>rd</sup> Street
  - iv. 86<sup>th</sup> Street
  - v. Ludington Avenue
  - vi. 90<sup>th</sup> Street
  - vii. Swan Boulevard
  - viii. Menomonee River Parkway
- d. The CONSULTANT will conduct a comparative analysis of the operational and traffic safety operation of the Swan Boulevard, North 87<sup>th</sup> Street, Ludington Avenue, and Pasadena Boulevard intersections for the existing condition and proposed bike lane design. The analysis will consider traffic signal timing, lane designation and traffic safety improvements.
- e. The CONSULTANT will prepare a traffic simulation model of existing weekday evening and Saturday mid-day peak hour traffic operation for existing conditions and the bike lane improvement recommendation for:
  - i. Pasadena/Ludington/89<sup>th</sup> Street corridor
  - ii. Swan Boulevard intersection with West North Avenue.
- f. The CONSULTANT will analyze opportunities in minimize bike lane impacts to existing on-street parking spaces along the study segment of West North Avenue.

#### **Task 3: Report**

- a. The CONSULTANT will prepare an aerial base map concept geometric layout and pavement marking/signage plan of a West North Avenue bike lane design including identification of potential utility conflicts.
- b. The CONSULTANT will prepare a 'draft' report for City staff review and comment.
- c. The CONSULTANT will prepare a 'final' report based on City staff and public comments.
- d. The CONSULTANT will prepare and present a power point presentation of the study findings.

#### **Task 4: Meetings**

The CONSULTANT will attend a maximum of four (4) meetings with City staff, committees or the public to discuss the study findings.

#### **Responsibilities of CLIENT and Others**

The CLIENT will be responsible for providing 'as built' plans, existing utilities, right-of-way, pavement markings, , traffic signal timings, and existing aerial photography for the study segment of West North

Mr. William Porter  
April 11, 2014  
Page 3 of 3

Avenue between Wauwatosa Avenue and Menomonee River Parkway. The CLIENT will be responsible for scheduling project related meetings and meeting notices.

**Additional Services**

Tasks not described in this Scope of Services will be considered additional (extra) services, and can be conducted upon written amendment to this agreement.

**Time Schedule**

The above Scope of Services will be completed with 120 days of receipt of a signed agreement or written Notice to Proceed, and the 'as built' plans and existing aerial photography for the segment of West North Avenue between Wauwatosa Avenue and Menomonee River Parkway.

**Fee**

We will perform the above services for a lump sum amount of Twenty Thousand dollars (\$20,000.00).

**Contract Terms and Conditions**

Attached are "Contract Terms and Conditions" which apply to the services and which are incorporated into this proposal by reference.

**Acceptance**

If this proposal and terms and conditions are acceptable to you, a signature on the enclosed copy of this letter will serve as our authorization to proceed.

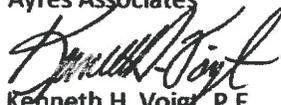
This proposal is valid until May 31, 2014, unless extended by us in writing.

Proposed by Consultant:

Accepted by Client:

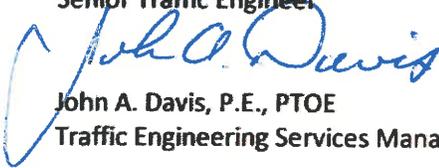
Ayres Associates

City of Wauwatosa, Wisconsin



Kenneth H. Voigt, P.E.  
Senior Traffic Engineer

\_\_\_\_\_  
Kathleen Ehley, Mayor



John A. Davis, P.E., PTOE  
Traffic Engineering Services Manager

\_\_\_\_\_  
Date

\_\_\_\_\_  
Alan R. Kesner, City Attorney

\_\_\_\_\_  
Date

\_\_\_\_\_  
Carla A. Ledesma, City Clerk

\_\_\_\_\_  
Date

**AYRES ASSOCIATES  
CONTRACT TERMS AND CONDITIONS**

- 1. Performance of Services:** Consultant shall perform the services outlined in its proposal to Client in consideration of the stated fee and payment terms.
- 2. Billing and Payment:** Invoices for Consultant's services shall be submitted to Client on a monthly basis. Invoices shall be due and payable within 30 days from date of invoice. If any invoice is not paid within 30 days, Consultant may, without waiving any claim or right against Client, and without liability whatsoever to Client, suspended or terminate the performance of services. Accounts unpaid 30 days after the invoice date will be subject to a monthly service charge of 1.5% on the unpaid balance, or the maximum rate of interest permitted by law, if less. The amount of any excise, value-added, gross receipts, or sales taxes that may be imposed on payments shall be added to Consultant's compensation. No deductions or offsets shall be made from Consultant's compensation or expenses on account of any setoffs or back charges.
- 3. Access to Site:** Client shall furnish right-of-entry on the project site for Consultant and, if the site is not owned by Client, warrants that permission has been granted to make planned explorations pursuant to the scope of services. Consultant will take reasonable precautions to minimize damage to the site from use of equipment, but has not included costs for restoration of damage that may result and shall not be responsible for such costs.
- 4. Location of Utilities:** Consultant shall use reasonable means to identify the location of buried utilities in the areas of subsurface exploration and shall take reasonable precautions to avoid any damage to the utilities noted. However, Client agrees to indemnify and defend Consultant in the event of damage or injury arising from damage to or interference with subsurface structures or utilities which result from inaccuracies in information or instructions which have been furnished to Consultant by others.
- 5. Hazardous Materials:** In the event that unanticipated potentially hazardous materials are encountered during the course of the project, Client agrees to negotiate a revision to the scope of services, time schedule, fee, and contract terms and conditions. If a mutually satisfactory agreement cannot be reached between both parties, the contract shall be terminated and Client agrees to pay Consultant for all services rendered, including reasonable termination expenses.
- 6. Insurance:** Consultant shall maintain Workers' Compensation, General Liability, and Automobile Liability Insurance during its services for Client. Consultant shall furnish a Certificate of Insurance to Client upon written request. Client agrees that Consultant shall not be liable or responsible to Client for any loss, damage, or liability beyond the amounts, limits, exclusions, and conditions of such insurance.
- 7. Limitation of Professional Liability:** Client agrees to limit Consultant's professional liability to an amount of the Consultant's fee. In the event that Client does not wish to limit Consultant's professional liability to this sum, Consultant agrees to raise the limitation of liability to a sum not to exceed \$1,000,000 for increased consideration of ten percent (10%) of the total fee or \$500, whichever is greater, upon receiving Client's written request prior to the start of Consultant's services.
- 8. Opinions of Probable Costs:** Consultant's opinions of probable project costs are made on the basis of Consultant's experience, qualifications and judgment; but Consultant cannot and does not guarantee that actual project costs will not vary from opinions of probable cost.
- 9. Construction Review:** Consultant does not accept responsibility for the design of a construction project unless the Consultant's contract includes review of the contractor's shop drawings, product data, and other documents, and includes site visits during construction in order to ascertain that, in general, the work is being performed in accordance with the construction contract documents.
- 10. Construction Observation:** On request, Consultant shall provide personnel to observe construction in order to ascertain that, in general, the work is being performed in accordance with the construction contract documents. This construction observation shall not make Consultant a guarantor of the contractor's work. The contractor shall continue to be responsible for the accuracy and adequacy of all construction performed. In accordance with generally accepted practice, the contractor will be solely responsible for the methods of construction, direction of personnel, control of machinery, and falsework, scaffolding, and other temporary construction aids. In addition, all matters related to safety in, on, or about the construction site shall be under the direction and control of the contractor and Consultant shall have no responsibility in that regard. Consultant shall not be required to verify any part of the work performed unless measurements, readings, and observations of that part of the construction are made by Consultant's personnel.
- 11. Standard of Performance:** The standard of care for all professional services performed or furnished by Consultant under this contract will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Consultant does not make any warranty or guarantee, expressed or implied, nor is this contract subject to the provisions of any uniform commercial code. Similarly, Consultant will not accept those terms and conditions offered by Client in its purchase order, requisition, or notice of authorization to proceed, except as set forth herein or expressly agreed to in writing. Written acknowledgement of receipt or the actual performance of services subsequent to receipt of such purchase order, requisition, or notice of authorization to proceed is specifically deemed not to constitute acceptance of any terms or conditions contrary to those set forth herein.

**12. Ownership of Documents:** All documents produced by Consultant under this contract are instruments of Consultant's professional service and shall remain the property of Consultant and may not be used by Client for any other purpose without the prior written consent of Consultant.

**13. Electronic Files:** Client and Consultant agree that any electronic files furnished by either party shall conform to the specifications agreed to at the time this contract is executed. Electronic files furnished by either party shall be subject to an acceptance period of 60 days during which the receiving party agrees to perform appropriate acceptance tests. The party furnishing the electronic file shall correct any discrepancies or errors detected and reported within the acceptance period. After the acceptance period, the electronic files shall be deemed to be accepted and neither party shall have any obligation to correct errors or maintain electronic files. Client is aware that differences may exist between the electronic files delivered and the printed hard-copy documents. In the event of a conflict between the hard-copy documents prepared by Consultant and electronic files, the hard-copy documents shall govern.

**14. Termination of Services:** This contract may be terminated at any time by either party should the other party fail to perform its obligations hereunder. In the event of termination for any reason whatsoever, Client shall pay Consultant for all services rendered to the date of termination, all reimbursable expenses incurred prior to termination, and reasonable termination expenses incurred as the result of termination.

**15. Controlling Law:** This contract is to be governed by the law of the place of business of Consultant at the address in its proposal to Client.

**16. Assignment of Rights:** Neither Client nor Consultant shall assign, sublet or transfer any rights under or interest in this contract (including, but without limitation, moneys that may become due or moneys that are due) without the written consent of the other, except to the extent mandated or restricted by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this contract. Nothing contained in this paragraph shall prevent Consultant from employing such independent subconsultants as Consultant may deem appropriate to assist in the performance of services hereunder.

**17. Third Party Benefits:** This contract does not create any benefits for any third party.

**18. Dispute Resolution:** Client and Consultant agree to negotiate all disputes between them in good faith for a period of 30 days from the date of notice prior to exercising their rights under the following dispute resolution provision. If direct negotiations fail, Client and Consultant agree that they shall submit any and all unsettled claims, counterclaims, disputes, and other matters in question between them arising out of or relating to this contract or the breach thereof to mediation in accordance with the Construction Industry Mediation Rules of the American Arbitration Association effective on the date of this contract prior to exercising other rights under law.

**19. Exclusion of Special, Indirect, Consequential, and Liquidated Damages:** Consultant shall not be liable, in contract or tort or otherwise, for any special, indirect, consequential, or liquidated damages including specifically, but without limitation, loss of profit or revenue, loss of capital, delay damages, loss of goodwill, claim of third parties, or similar damages arising out of or connected in any way to the project or this contract.

**20. Betterment:** If, due to Consultant's negligence, a required item or component of the project is omitted from the construction documents, Consultant's liability shall be limited to the reasonable cost of correction of the construction, less what Client's cost of including the omitted item or component in the original construction would have been had the item or component not been omitted. It is intended by this provision that Consultant will not be responsible for any cost or expense that provides betterment, upgrade, or enhancement of the project.

**21. Amendments:** This contract may only be amended, supplemented, modified, or canceled by a duly executed written instrument.

**Carla Ledesma**

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**From:** Jeffrey Roznowski  
**Sent:** Tuesday, April 29, 2014 11:33 AM  
**To:** Bobby Pantuso; Matthew J. Stippich; Kathleen Causier; Tim Hanson; Michael Walsh; Allison Byrne; Cheryl Berdan; Craig Wilson  
**Cc:** Carla Ledesma  
**Subject:** CDC Meeting Item 2

Community Development Committee

I wanted to express my support for Item 2 on your agenda tonight, Proposal for North Ave study between Wauwatosa Ave and Menomonee River Parkway. Last year I asked for funds to be budgeted to study this stretch of what we've been calling Mid Town Tosa, to address resident and business concerns about parking, safety and busy intersections, as well to extend the improvements proposed for North Ave in East Tosa, which is another agenda item for you tonight. I believe the proposal by Ayres does a good job of covering the items that need study, at an economical cost to the city.

Thank you for your thoughtful consideration

Jeff

Jeff Roznowski  
6th District Alderman - City of Wauwatosa  
Phone: 414-258-0633  
Mobile: 414-803-9500

Attachment: Email from Ald. Roznowski supporting study of North Avenue, Wauwatosa Ave. to Meno. River Pkwy. (2124 : Review of North Ave

CITY OF WAUWATOSA  
MEMO



To: **Board of Public Works**

From: **William Porter**

Date: **May 01, 2014**

Subject: **\*Memo from the Director of Public Works awarding Contract 14-68 North Avenue Resurfacing and Utility Repair**

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### A. Issue

The purpose of this memo is to present to the Community Development Committee the summary of costs for the six alternates that were contained in Contract 14-68 North Avenue Resurfacing and Utility Repair (Part of Capital Improvement Program (CIP) No. 9001). Each alternate is presented separately as part of the bid with a staff recommendation at the end of each section.

### B. Background/Options

In 2011, the City adopted the Plan for the redevelopment of North Avenue. As a first step, the Council determined that they would enact the portion of the plan that called for the elimination of the unique North Avenue chicane. To that end a study was done by Ayres and Associates to take the North Avenue plan to the next level of detail, and ensure that any modifications involving traffic flow would meet the criteria set forth in the Manual on Uniform Traffic Control Devices (MUTCD).

A series of Committee workshops, and public hearings were held to refine the plan and last year a design contract was approved. Key recommendations of the plan were to install a five foot bike lane, with options to install additional green bike lane markings, green bike boxes at 68<sup>th</sup> Street and Wauwatosa Avenue, red highlighted crosswalks at specified locations, concrete median islands, and enhanced pavement markings throughout the project. The decision was to let the project with a base bid, with additive alternates to let the Council decide which, if any, enhancements they will choose.

### C. Fiscal Impact

For the record, the base bids are as outlined below:

<b>ELEMENT</b>	<b>ENGINEER'S ESTIMATE</b>	<b>STARK ASPHALT</b>	<b>PAYNE &amp; DOLAN</b>
Paving and Sitework	\$640,720.50	\$650,041.25	\$874,762.96
Traffic Signals	\$160,932.80	\$172,712.40	\$180,616.32
Base Pavement Marking	\$114,316.64	\$122,270.70	\$105,587.32
<b>SUBTOTAL</b>	<b>\$915,969.94</b>	<b>\$945,024.35</b>	<b>\$1,160,966.60</b>
Sanitary Sewer Repair	\$190,000 (Storm	\$46,770.90	\$43,267.42

	& Sanitary)		
Storm Sewer Repair	See Above	\$211,869.50	\$230,899.92
<b>BASE BID AMOUNT</b>	<b>\$1,105,969.94</b>	<b>\$1,213,664.75</b>	<b>\$1,435,133.94</b>

Summing the base bid amounts shows that the lowest bid of Stark Asphalt is in line with the figure previously discussed with the Traffic and Safety Committee. The budgetary cost of the North Avenue improvements as discussed in the public visioning sessions was estimated at \$989,000 which did not include any utility repairs. There are sufficient funds in CIP No. 9001, Tosa Eastown Improvements - North Avenue Plan for this work. Of the \$1,943,763 available in this CIP, drawing down this figure by \$945,024.35 (base bid less utility repair costs) leaves \$998,738.65 available for other programming. At this point other project costs programmed out of this CIP are to upgrade the 69<sup>th</sup> Street parking lot, and construction of a new lot on the parcel recently acquired by the City. A Request for Proposals (RFP) for design services will be released shortly.

The utility repair costs can be borne by their respective enterprise funds by utilizing surplus money available from other capital projects that are at, or near completion, and are under budget.

The next step is to evaluate the alternatives, see what the costs are, and make a staff recommendation to the Community Development Committee whether or not to accept these options. Since the difference in the base bid between the two bidders is over \$220,000, there is no combination of alternates that would make Payne and Dolan the lowest bidder. Each alternative is described with the engineer's estimate, the bid price, and a staff recommendation followed by comments amplifying the reasons behind the recommendation.

The following table summarized the different bid prices.

ELEMENT	ENGINEER'S ESTIMATE	STARK ASPHALT	PAYNE & DOLAN
Alt. #1, Concrete Median	\$9,600.00	\$4,800.00	\$39,839.04
Alt. #2, Green Bike Symbols	\$19,489.50	\$29,353.20	\$32,098.20
Alt. #3, Red Crosswalks	\$31,008.00	\$8,160.00	\$6,952.32
Alt. #4, Green Bike Boxes	\$10,578.75	\$18,427.50	\$19,028.10
Alt. #5, Green Bike Lanes	\$42,763.90	\$80,127.00	\$83,853.66

Alt. #6, Thermoplastic Pavement Markings	\$231,077.90	\$240,358.80	\$245,986.05
<b>SUBTOTAL</b>	<b>\$344,518.05</b>	<b>\$381,226.50</b>	<b>\$427,757.37</b>
<b>BASE BID PRICES</b>	<b>\$1,105,969.94</b>	<b>\$1,213,664.75</b>	<b>\$1,435,133.94</b>
<b>TOTAL BID PRICE WITH ALTERNATES</b>	<b>\$1,450,487.99</b>	<b>\$1,594,891.25</b>	<b>\$1,862,891.31</b>

**ALTERNATE 1: CONCRETE MEDIAN ISLANDS**

ENGINEERS ESTIMATE: \$9,600  
 BID PRICE: \$4,800

DESCRIPTION: These concrete islands would be installed (one on each side of the intersection) at 73<sup>rd</sup>, 72<sup>nd</sup>, and 64<sup>th</sup> Streets. Their purpose is to provide a refuge for pedestrians crossing the street in lieu of stop signs at these locations. An excerpt from the plans depicting one location is attached as Appendix A.

RECOMMENDATION: Comments have been received that if these concrete islands are installed in the middle of the road, it will not be possible to retain the North Avenue bike race. Given the popularity of the race, the benefits do not seem to outweigh the impacts. The median islands are not recommended.

**ALTERNATE 2: GREEN BIKE SYMBOLS**

ENGINEERS ESTIMATE: \$19,498.50  
 BID PRICE: \$29,353.20 for Premark or \$25,363.80 for Color-Safe

DESCRIPTION: The Traffic and Safety Committee spent a great deal of time looking at and discussing green bike lane markings. Of all the options for green bike lane highlights, this option is the least expensive. It will install 62 white bike lane symbols on a green background. A cut sheet depicting how they will appear is attached as Appendix B. Also included in Appendix A is an excerpt from the plans depicting the location of these marking on a representative block of North Avenue.

RECOMMENDATION: The Color-Safe markings are what is currently being used in Madison. Madison is pleased with their performance. That being said, staff is not recommending the installation of these green symbols as the ongoing maintenance cost is a significant concern for future operating budgets.

**ALTERNATE 3: RED CROSSWALKS**

ENGINEERS ESTIMATE: \$31,008.00  
 BID PRICE: \$8,160.00

DESCRIPTION: Under this alternate, the pedestrian crosswalks at 64<sup>th</sup> and 72<sup>nd</sup> and North Avenue will be treated with a red asphalt sealer. The intent is to highlight these areas as a pedestrian crossing.

RECOMMENDATION: Staff's experience with asphalt sealers is that they wear off rather quickly. (See Appendix C) Annual maintenance to keep the crosswalk looking presentable is likely. This would become an annual obligation of the operating budget when levy limits are very tight. Staff does not recommend colored crosswalks at these locations.

#### **ALTERNATE 4: GREEN BIKE BOXES**

ENGINEERS ESTIMATE: \$10,578.75

BID PRICE: \$18,427.50 for Pre-Mark and \$17,745 for Color-Safe

DESCRIPTION: The bike boxes are a requested alternate that provide a sheltered area for E/W bike traffic at 68<sup>th</sup> Street and for W/B bike traffic at Wauwatosa Avenue. The bike boxes in front of the through lanes will be solid green and the far right hand portion of the bike box will have the dashed pattern. (See Appendix D)

RECOMMENDATION: As is the recommendation with the symbols, staff is concerned that the green area will require ongoing maintenance. Given the City's Operating Budget limitations, staff does not recommend use of the bike boxes as part of this project.

#### **ALTERNATE 5: GREEN BIKE LANES**

ENGINEERS ESTIMATE: \$42,113.90 Pre-Mark or \$27,820.40 Color-Safe

BID PRICE: \$80,127.00 Pre-Mark or \$72,519.40 Color-Safe

DESCRIPTION: The bike lanes as bid will be a solid green marking between the white crosswalk markings.

An option is also for the markings to be dashed as shown on the cut sheet in Appendix E. This would reduce the cost of the markings but serve to "get the point across" that the street is to be shared with cyclists. Those costs are estimated to be reduced from the options listed above. The Pre-mark cost is \$43,655. The Color-Safe Cost is \$41,107.

RECOMMENDATION: While these dashed green costs are more in line with the engineers estimate, they still represent substantial increased installation costs, and will require future operating expenditures for maintenance. As such, I do not recommend that the Community Development committee accept these alternate bids.

#### **ALTERNATE 6: THERMOPLASTIC PAVEMENT MARKINGS**

ENGINEERS ESTIMATE: \$245,986.05

BID PRICE: \$231,077.90

DESCRIPTION: In this alternate the epoxy paint bid items are removed and thermoplastic markings are substituted. Thermoplastic markings are raised pre formed heat extruded plastic markings that have a great deal of visibility at night and do not need to be re-done every year. They should last 5 years or more before large scale maintenance is necessary. That maintenance is expensive, and so often municipalities just paint over them

The above referenced figure for the alternate bid price is almost three times the cost of the epoxy paint that is part of the base bid. Since both products should last 5 years or so without extensive maintenance, I cannot recommend that the City pay the extra dollars for the thermoplastic markings.

**D. Recommendation**

Based on the foregoing discussion, it is my recommendation that the Committee recommend to Council acceptance of the base bid from Stark Asphalt in the amount of \$1,213,664.75. As stated the primary reason behind the recommendations against acceptance of the alternate bids are that they would add to future operating costs at a time when there are severe restrictions on the operating budget in the foreseeable future.

cc: James Archambo, City Administrator  
Alan Kesner, City Attorney  
John Ruggini, Finance Director  
Bill Wehrley, City Engineer  
Phil Pyne, Municipal Engineer

**History:**

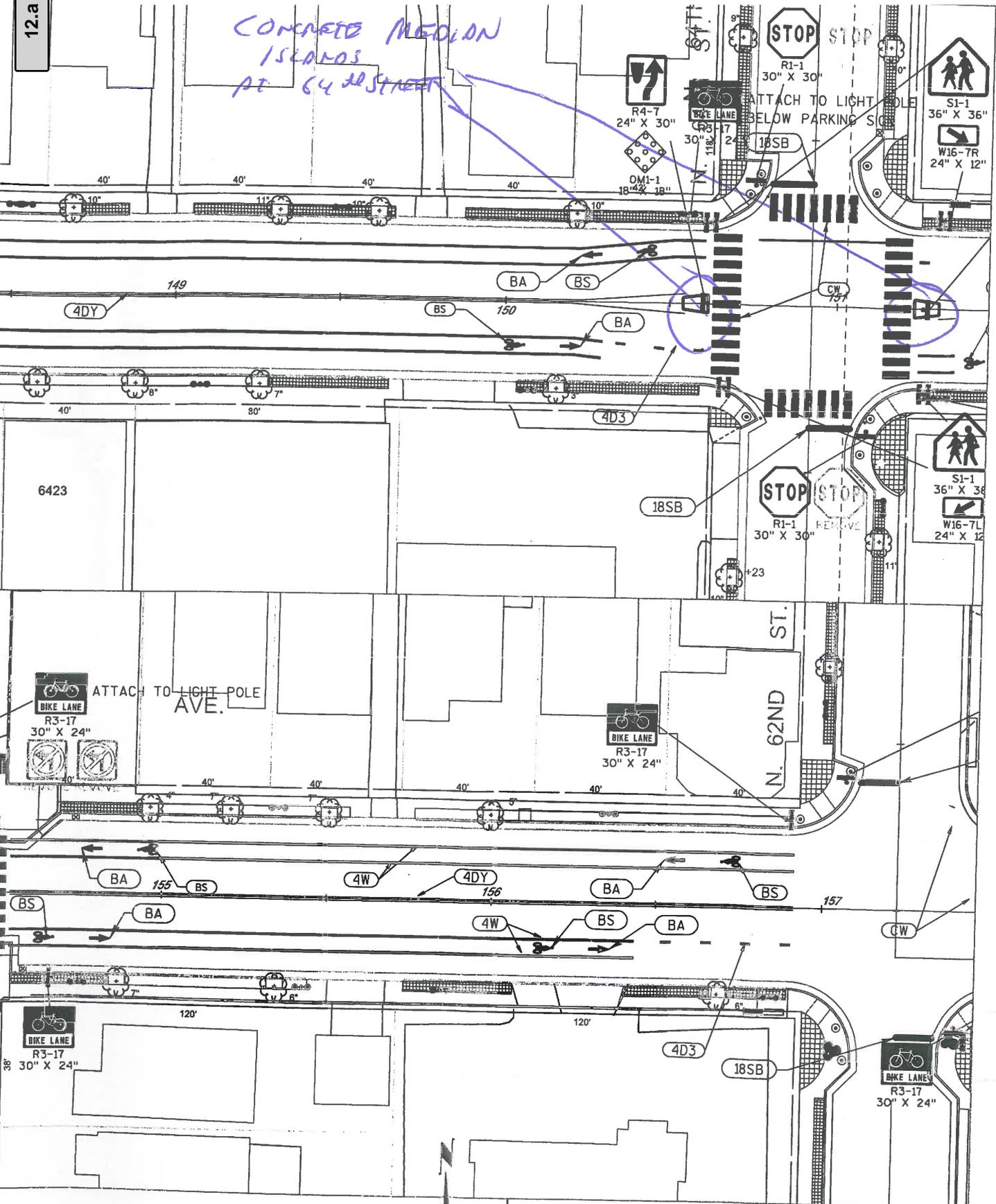
04/29/14      Community Development Committee      RECOMMENDED FOR APPROVAL

## Appendix A

12.a

Packet Pg. 50

CONCRETE MEDIAN ISLANDS AT 64th STREET



CITY OF WAUWATOSA  
ENGINEERING SERVICES SECTION

**PAVEMENT MARKING**

W. NORTH AVE. FROM: WAUWATOSA AVE.  
TO: N. 60TH ST.

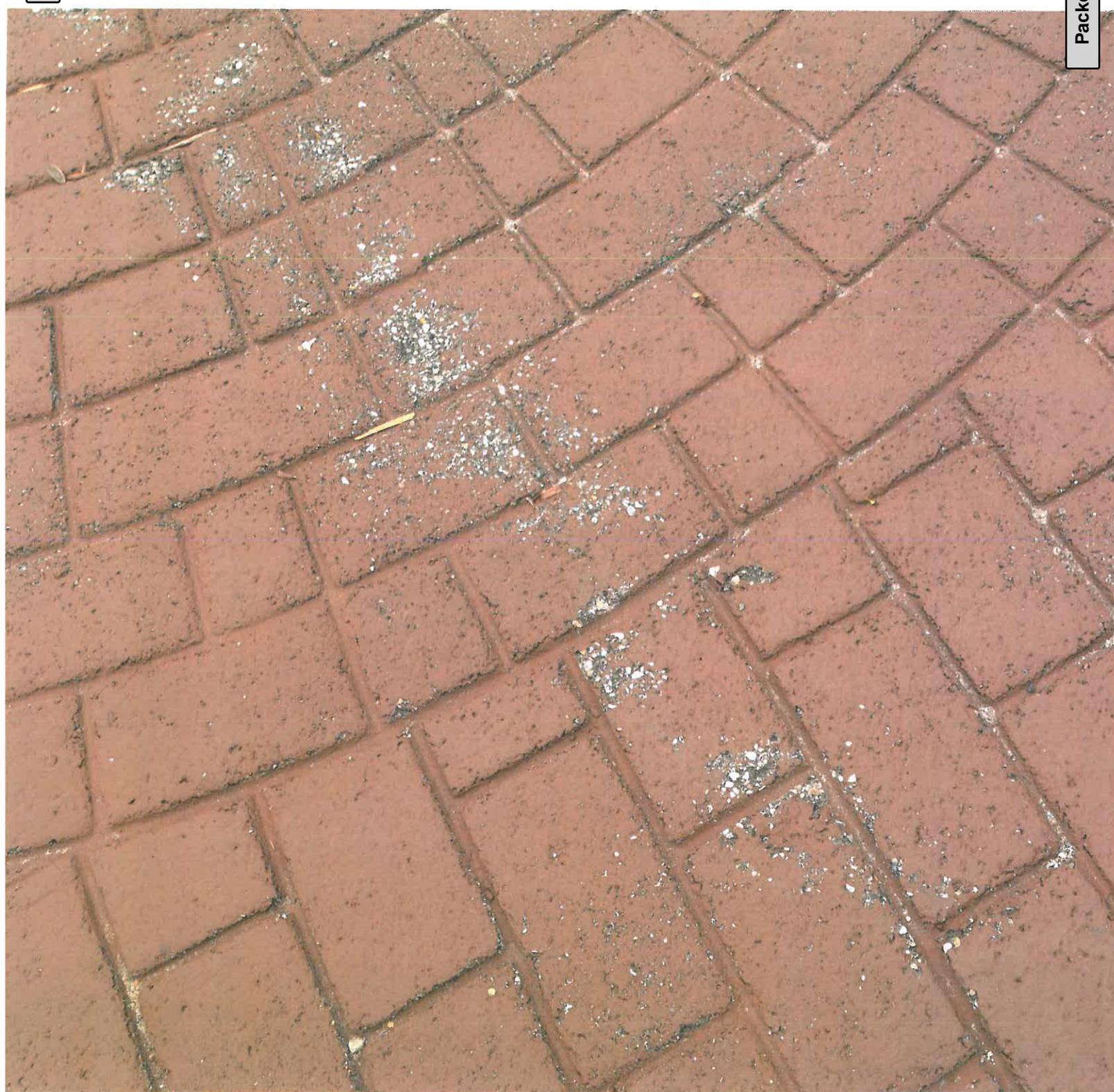
REFERENCES: C:\DWG\2014\MISC\NORTH AVE\PAV-MARKING.DWG	CONTRACT: 14-68
SCALE: AS SHOWN	DRAWN BY: PDF DATE: 03-14
CHECKED BY: AYRES ASSOCIATES	DATE: 03-14
SHEET NO. 59	

## Appendix B



## Appendix C





## Appendix D

# BIKE BOX



## Let's get behind it.

**WALK. BIKE. RIDE.**

Making walking, biking and riding transit the easiest ways to get around Port Angeles.



# Appendix E

# E-F Bike Lane Green PRODUCT PORTFOLIO

EF Bike Lane Green  
(Color matched across all three materials)

Ennis-Flint offers a full range of enhanced pavement marking solutions to maximize performance and value for the various segments of a bicycle facility network.

**Colored bike lane treatments:**

- Increase the visibility of the preferential lane
- Identify potential areas of conflict
- Promote clear understanding of the dedicated lane's purpose for all shared roadway users.

While all three types of materials offer durability, flexibility, skid resistance, and color stability along with ease of application, consideration for optimal use should be based upon the full scope and properties of the products aligned to meet the needs and objectives of the specific project. Since the materials are closely matched using the color E-F Bike Lane Green, one or more materials may be used on the same project for aesthetics and uniformity of color.

This document provides a general comparison regarding the primary characteristics among the E-F Bike Lane Green Product Portfolio. Photos and content are provided for conceptual purposes to help consider the products best suited for a project depending upon specific design intentions as well as location and preferred application method. Complete specifications and brochures are available at [www.ennisflint.com](http://www.ennisflint.com)



**ENNIS-FLINT**  
A Traffic Safety Solutions Company

115 Todd Court Thomasville, NC 27360  
800.331.8118 [www.ennisflint.com](http://www.ennisflint.com)

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## Ideal for corridor treatments along the length of a bike lane with little to no vehicle traffic

Ride-A-Way™ is an epoxy-modified, water-based acrylic coating specifically designed for long-term use under appropriate conditions and proper placement. Application is simple by building the thickness through spraying and brooming in four layers using an air atomized sprayer.



White symbols must be retroreflective.

A PreMark® Bike Panel integrates easily at specified intervals while maintaining pleasing color consistency.

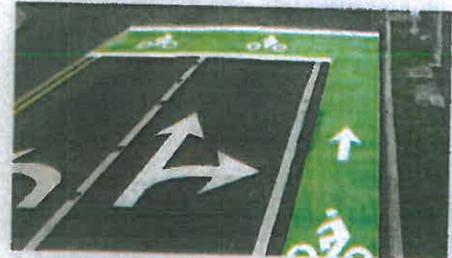


Epoxy-modified, water-based acrylic coating
20-25 mils with 4-layer application / color stable / >60 BPN
Corridor treatments with little to no vehicle traffic
Equipment: Double diaphragm pump with air atomized gun; 18" brushes



## Ideal for intersections, bike boxes, and conflict points with high volumes of vehicle traffic and lane crossings

PreMark® is a durable preformed thermoplastic marking material engineered for use in high-traffic areas subjected to vehicular traffic and lasts 6 to 8 times longer than paint. The material is pre-cut and ready to use out of the box for simple application with a propane heat torch.



Preformed Thermoplastic; aggregate drop-on and intermix
90-mils thick / color stable / >60 BPN slip resistance
Spot treatments, intersections, bike boxes, bike panels with heavy-duty vehicle traffic
Equipment: Propane Heat Torch or Infrared Heater

## Ideal for high volume cross-traffic

CycleGrip™ combines resins with pigments for on-site



MMA with in
90-mils thick
Corridor treat
Equipment: F
squeegee, rol

## Laura Marquardt

---

**From:** Joel Tilleson  
**Sent:** Sunday, April 27, 2014 8:35 PM  
**To:** Carla Ledesma  
**Cc:** James Archambo  
**Subject:** Fwd:

Carla, please add this to the record. Thanks

**From:** J Ceci <[jlsceci@sbcglobal.net](mailto:jlsceci@sbcglobal.net)>  
**Date:** April 27, 2014 at 8:30:13 PM CDT  
**To:** "[bpantuso@wauwatosana.net](mailto:bpantuso@wauwatosana.net)" <[bpantuso@wauwatosana.net](mailto:bpantuso@wauwatosana.net)>, "[mstippich@wauwatosana.net](mailto:mstippich@wauwatosana.net)" <[mstippich@wauwatosana.net](mailto:mstippich@wauwatosana.net)>  
**Cc:** "[jtilleson@wauwatosana.net](mailto:jtilleson@wauwatosana.net)" <[jtilleson@wauwatosana.net](mailto:jtilleson@wauwatosana.net)>, "[jmoldenhauer@wauwatosana.net](mailto:jmoldenhauer@wauwatosana.net)" <[jmoldenhauer@wauwatosana.net](mailto:jmoldenhauer@wauwatosana.net)>, "[dmcbride@wauwatosana.net](mailto:dmcbride@wauwatosana.net)" <[dmcbride@wauwatosana.net](mailto:dmcbride@wauwatosana.net)>, "[mayor@wauwatosana.net](mailto:mayor@wauwatosana.net)" <[mayor@wauwatosana.net](mailto:mayor@wauwatosana.net)>  
**Reply-To:** J Ceci <[jlsceci@sbcglobal.net](mailto:jlsceci@sbcglobal.net)>

Alderman Pontuso and Alderman Stippich,

I am concerned to hear that your committee is being asked to remove the painted bike lanes and bike box from the plans for North Avenue improvements. Despite the fact that the painted bike lanes and bike box are 100% consistent with the East Tosa Master Plan that was unanimously approved by the full Council, after being thoroughly reviewed and commented on by residents, cyclists, and business owners, it seems someone is trying a "back door" approach to thwarting the will of the people. Well, I am one of those people and hope that your committee will not remove the bike lanes and bike box. I try to ride my bike as much as possible during more clement weather, and having these enhancement along the narrow stretch of North Avenue is something I support 110%.

Joseph Ceci

Attachment: 04-27-14 Email from Joseph Ceci supporting the retention of painted bike lanes and bike boxes in the North Avenue improvement

**Laura Marquardt**

---

**From:** Joel Tilleson  
**Sent:** Sunday, April 27, 2014 3:39 PM  
**To:** Carla Ledesma  
**Cc:** James Archambo  
**Subject:** Fwd: Bike lanes and bike box

Carla, please add to the record, thanks

**From:** "Long, D. Stephen" <[d.stephen.long@marquette.edu](mailto:d.stephen.long@marquette.edu)>  
**Date:** April 27, 2014 at 3:15:06 PM CDT  
**To:** "[bpantuso@wauwatosa.net](mailto:bpantuso@wauwatosa.net)" <[bpantuso@wauwatosa.net](mailto:bpantuso@wauwatosa.net)>, "[mstippich@wauwatosa.net](mailto:mstippich@wauwatosa.net)" <[mstippich@wauwatosa.net](mailto:mstippich@wauwatosa.net)>  
**Cc:** "[jtilleson@wauwatosa.net](mailto:jtilleson@wauwatosa.net)" <[jtilleson@wauwatosa.net](mailto:jtilleson@wauwatosa.net)>, "[jmoldenhauer@wauwatosa.net](mailto:jmoldenhauer@wauwatosa.net)" <[jmoldenhauer@wauwatosa.net](mailto:jmoldenhauer@wauwatosa.net)>  
**Subject:** **Bike lanes and bike box**

Dear Alderman,

I write to ask you to keep the painted bike lanes and bike box that were unanimously approved at the full council meeting. Bicycling is a healthy alternative for transportation and recreation in Wauwatosa and it would be short-sighted to remove them for such a small savings. When I was moving to the area I consciously moved into Wauwatosa because I heard it had a wonderful cycling culture. It does, and it is a real selling point for our community.

Thank you,  
 Steve Long  
 6012 W. Washington Blvd  
 Wauwatosa

Attachment: 04-27-14 Email from Steve Long, 6012 W. Washington Blvd., supporting the retention of painted bike lanes and bike boxes in the

## Laura Marquardt

---

**From:** Joel Tilleson  
**Sent:** Monday, April 28, 2014 10:07 AM  
**To:** Carla Ledesma  
**Cc:** James Archambo  
**Subject:** FW: Tosa Bike Lanes and Bike Boxes

Carla, please add this to the record, thanks

Joel

Ald. Joel Tilleson  
 City of Wauwatosa - 5th District  
 7915 W. Clarke St.  
 Wauwatosa, WI 53213  
 (414) 316-2123 land  
 (262) 744-0701 cell

---

**From:** James Scoptur [james@aikenandscoptur.com]  
**Sent:** Monday, April 28, 2014 9:59 AM  
**To:** Bobby Pantuso; Matthew J. Stippich  
**Cc:** Joel Tilleson; James Moldenhauer; Dennis McBride  
**Subject:** Tosa Bike Lanes and Bike Boxes

Dear Alderman Pantuso and Alderman Stippich,

I have recently learned that the Community Development Committee plans to eliminate green bike lanes and green boxes from the plan the Council approved 16-0. This is extremely disappointing. As a life long resident of Wauwatosa, and an avid cyclist (both for commuting and recreation), I have seen many changes in traffic patterns, and many of these changes impact cycling and walking negatively in Wauwatosa. Wauwatosa needs to do more, not less, to promote cycling and protect cyclists.

Green lanes and green bike boxes are a great step towards both promoting and protecting. These items lay out a clear path for cyclists; give cyclists added protection at intersections and allow cyclists a safe area to stop at red lights and to proceed through the intersection without fear that a car will impede their space when crossing; and these items send a loud and clear visual indication to motorists that cyclists have a right to use the road (a road which cyclists taxes pay for) and that motorists should watch out for cyclists and allow cyclists the proper amount of room on the road in order to ensure safety for all travelers of the road.

The positive impact green bike lanes and boxes will have on cycling in Wauwatosa will far outweigh your worry of "ongoing maintenance costs." Almost everything in a city requires ongoing maintenance costs. This is obviously no different. However, it is clear that cycling, whether for exercise, leisure or commuting from A to B, is increasing in Wauwatosa at a fast rate. I have seen more people cycling on the trails and streets in the last two years than ever before. Businesses in Wauwatosa, including those between 76th and 60th, have large bike racks out in front, and they are almost always full. Camp bar is coming to Tosa, and plans to be family orientated and have a large space for bikes. People are choosing to use the car less, and walk and cycle more to their destinations in Wauwatosa. This is not a fad or trend. This is a movement that should be embraced, protected and promoted.

I personally bike for exercise and commute to work, to run errands, to meet friends and to go out to eat. Now that my twin girls are a little older, I am able to put them in the Burley and bike around Wauwatosa with them. I truly enjoy being able to do something I love and share it with my children. However, it is also nerve racking at times. This is because many streets in Wauwatosa are heavily traveled. It is hard to avoid these streets, like Luddington or North Avenue, because I need to use these roads to get where I am going. Green lanes and boxes are a great, positive step to help make Wauwatosa better and safer for cyclists, and will give parents like me a peace of mind when I take my children on a ride or out to run errands with me.

Ultimately, you should respect the voices of those that emailed you and spoke at hearings to show their support for the plan, and you should respect the Council that unanimously approved the plan, which included green bike lanes and boxes. This is not just your city, it is ours. You are Alderman, and your job is to represent the people in your city, and the people in your city WANT green bike lanes and boxes.

Thank you for your time.

James Scoptur  
 Aiken & Scoptur, S.C.  
 2600 N. Mayfair Rd., #1030  
 Milwaukee WI 53226  
 Tel: 414-225-0260  
 Fax: 414-225-9666  
[james@aikenandscoptur.com](mailto:james@aikenandscoptur.com)  
 Twitter: AikenScopturSC  
<http://spokesconnectingthebikingandlegalhubs.blogspot.com/>  
 Member of American Association for Justice  
 Member of Wisconsin Association for Justice  
 Member of National Association of Consumer Advocates  
 Member of The National Trial Lawyers "Top 40 Under 40" 2012, 2013  
 "Rising Star" Wisconsin 2012, 2013

**Laura Marquardt**

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**Subject:** FW: Please support fully North Ave. pedestrian plan

---

**From:** Joel Tilleson  
**Sent:** Monday, April 28, 2014 12:50 PM  
**To:** Carla Ledesma  
**Cc:** James Archambo  
**Subject:** FW: Please support fully North Ave. pedestrian plan

Carla, please add this to the record, thanks

Joel

Ald. Joel Tilleson  
City of Wauwatosa - 5th District  
7915 W. Clarke St.  
Wauwatosa, WI 53213  
(414) 316-2123 land  
(262) 744-0701 cell

---

**From:** Stephen H Smith [shsmith@ra.rockwell.com]  
**Sent:** Monday, April 28, 2014 12:31 PM  
**To:** Bobby Pantuso; Matthew J. Stippich  
**Cc:** Joel Tilleson; James Moldenhauer  
**Subject:** Please support fully North Ave. pedestrian plan

Honorable Aldermen Pantuso and Stippich

It was very encouraging to see that the City Council approved a plan for East Tosa that included accommodations for pedestrians and cyclists. Our family, including three teenagers, routinely enjoys the emerging "user friendly" streets while on bicycles. It's a unique feature of our City that many friends and relatives marvel when they visit.

Therefore, it is discouraging to hear of an attempt to potentially eliminate bicycle lanes and bike boxes. These were originally approved by the Council unanimously and thoroughly vetted and given the thumbs up by residents and business owners.

Your leadership is important to continue developing the positive aspects Wauwatosa has to offer. Please be resolute in approving the traffic design elements originally approved.

Thank you  
Steve Smith  
2637 N. 96th St.  
Wauwatosa 53226

Attachment: 04-28-14 Email from Stephen Smith supporting the retention of painted bike lanes and bike boxes in the North Avenue

## Carla Ledesma

---

**From:** Joel Tilleson  
**Sent:** Monday, April 28, 2014 1:13 PM  
**To:** Carla Ledesma  
**Cc:** James Archambo  
**Subject:** FW: bike boxes on North Avenue

Carla, please add this to the record, thanks

Joel

Ald. Joel Tilleson  
 City of Wauwatosa - 5th District  
 7915 W. Clarke St.  
 Wauwatosa, WI 53213  
 (414) 316-2123 land  
 (262) 744-0701 cell

---

**From:** Melanie [melanie@tosayoga.com]  
**Sent:** Monday, April 28, 2014 1:08 PM  
**To:** James Moldenhauer; Matthew J. Stippich; Kathleen Causier; John Dubinski; Gregory Walz-Chojnacki; Tim Hanson; Michael Walsh; Dennis McBride; Bobby Pantuso; Joel Tilleson; Allison Byrne; Jeffrey Roznowski; Cheryl Berdan; Jason Kofroth; Craig Wilson; Jason Wilke  
**Subject:** bike boxes on North Avenue

Members of the Council,

I am writing to ask you to make sure the green painted bike boxes stay in the plan for the North Avenue redevelopment. I understand there is a possibility of the Council being asked to remove them from the plan. These have already been unanimously supported by the full Council and were supported at numerous public hearings. As a business and property owner who is right on the corner of 68th & North, I see a lot of the activity and traffic there. Not only will the bike boxes add to the design of the street, which is badly needed, but I believe they will help slow the traffic, which is of utmost importance. We, as business owners, want to and need to see this area become more pedestrian and bicycle friendly, and keeping those bike boxes is a huge step in that direction. Again, I see this traffic there every day, and my students frequently walk through those intersections. Please make sure to keep the bike boxes in the plan as they were intended.

Thank you!  
 Melanie

Melanie Landgraf, E-RYT, Studio Owner  
 Tosa Yoga, LLC  
 6734 W. North Ave.  
 Wauwatosa, WI 53213  
 melanie@tosayoga.com  
 414-828-7555

Tosa Yoga is now Tosa Yoga Center!  
 We invite you to join us at our new location - 6734 W. North Avenue!

Subscribe to our email list at TosaYoga.com!

be happy. enjoy yoga.

## Carla Ledesma

---

**From:** Joel Tilleson  
**Sent:** Monday, April 28, 2014 4:00 PM  
**To:** Carla Ledesma  
**Cc:** James Archambo  
**Subject:** FW: Wauwatosa Bike Ped Plan

Carla, please add to the record, thanks

Joel

Ald. Joel Tilleson  
 City of Wauwatosa - 5th District  
 7915 W. Clarke St.  
 Wauwatosa, WI 53213  
 (414) 316-2123 land  
 (262) 744-0701 cell

---

**From:** Maya Romboy [maya.bilitz@gmail.com]  
**Sent:** Monday, April 28, 2014 3:40 PM  
**To:** James Moldenhauer; Matthew J. Stippich; Kathleen Causier; John Dubinski; Tim Hanson; Gregory Walz-Chojnacki; Dennis McBride; Michael Walsh; Bobby Pantuso; Joel Tilleson; Jeffrey Roznowski; Allison Byrne; Cheryl Berdan; Jason Kofroth; Jason Wilke; Craig Wilson  
**Cc:** clerk@wauwatosa.net  
**Subject:** Wauwatosa Bike Ped Plan

Alders,

It has come to my attention that a couple of items on the Bike Ped Plan are being considered for removal from the plan and I wanted to take this opportunity to offer my commentary.

### Concrete islands

I want to reiterate that the East Tosa Alliance is in very much in support of these concrete islands to achieve a slower traffic flow and safe crossing for pedestrians. We, at one point, thought it may pose a safety issue for the cyclists that participate in our annual East Tosa Gran Prix, but have worked very closely with the Tour of America's Dairyland Organization to come up with an alternate route that will maintain participant safety and achieve our goals for the event which are to showcase the City of Wauwatosa as an exciting, vibrant and healthy urban community. Special Events aside, the safety of pedestrians in this high traffic area needs to remain a top priority. Crossing North Avenue during high traffic times, which often is when there are an influx of children needing to do so (before and after school), is a difficult task. The concrete islands provide a safer and more proficient way of doing so. I strongly support keeping them as part of the plan.

### Green Bike Boxes/Lanes

The proposed addition of the green bike boxes/lanes on North Avenue, is as exciting and innovating as it is necessary. As the presence of restaurants and retail continues to grow in our East Tosa corridor, both motorist and bike/pedestrian traffic will continue to grow as well. As area businesses add bike parking (racks), they continue to fill up on a consistent basis and some are even giving financial incentives to their employees for biking to work. Bike traffic is on the rise, there is no doubt. The proposed additions will create visual awareness to the diverse traffic environment and increase safety for those on bike or foot. As a recreational and commuting cyclist myself, I am faced with dangerous traffic situations daily and am so thrilled to see

Attachment: 04-28-14 Email from Maya Romboy, supporting retention of concrete islands, green bike lanes and bike boxes in the North Avenue

Wauwatosa putting a priority on the safety of cyclists in the community. I urge you to reconsider pulling this item from the plan. We have an opportunity to be the pioneer for bike safety and I can't think of a better community to be setting the example.

Thank you,

--

Maya Romboy

*Vice Chair  
East Tosa Alliance*

*Event Chair  
East Tosa Gran Prix*

Attachment: 04-28-14 Email from Maya Romboy, supporting retention of concrete islands, green bike lanes and bike boxes in the North Avenue

## Carla Ledesma

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**From:** Joel Tilleson  
**Sent:** Monday, April 28, 2014 4:03 PM  
**To:** Carla Ledesma  
**Cc:** James Archambo; William Porter  
**Subject:** FW: Bike lanes and Concrete islands

Carla, please add to the record.

Bill, please take note of the Tour's position on the concrete islands. Jack Hirt is very concerned that his group will be faulted if the concrete islands are removed.

Thanks,  
 Joel

Ald. Joel Tilleson  
 City of Wauwatosa - 5th District  
 7915 W. Clarke St.  
 Wauwatosa, WI 53213  
 (414) 316-2123 land  
 (262) 744-0701 cell

---

**From:** Jack Hirt [jackhirt@gmail.com]  
**Sent:** Monday, April 28, 2014 4:00 PM  
**To:** Matthew J. Stippich; Bobby Pantuso; James Moldenhauer; Joel Tilleson  
**Subject:** Bike lanes and Concrete islands

Bobby,

After reading the memo sent to the Community Development committee dated on 4-25-2014 I feel that it is urgent that I reply 1st the issue of the concrete Islands and 2nd the green bike lanes.

### Concrete Islands:

It is imperative to know that the statement about not being able to hold the North Ave bike race if the concrete islands go in is a FALSE statement. It is true that the course used in the 2013 event would not be able to be used, but there are many alternative course options that would still use a good portion of North Ave and still pass the requirements to hold a race. I request that this be clarified to the full committee. I do not want my business (which stages the bicycle race) to be in any way connected to the decision not to install a pedestrian enhancement.

### Green Bike lanes and bike boxes:

I personally requested many of my fellow cyclists free time to come and give their public input/opinion on the north ave redesign project. All of those fellow cyclists are now under the impression the the original plan to have green bike lanes and bike boxes is a done deal since is was unanimously adopted by the common council in a vote. Now I fee like I need to go back to all my fellow cyclists and tell them that it was a waste of their time given that one memo could recommend to simply remove that from the design. Please don't let the green bike lanes and boxes be removed from the plan, the bicycle community will be extremely disappointed. Please hold true to your original vote and intention you made to your constituents.

Attachment: 04-28-14 Email from Jack Hirt supporting green bike lanes, bike boxes, and concrete islands in the North Avenue improvement

Also, I seriously question the painting cost of the bike boxes, I have been out of the bicycle planning world for about 5 years but when I was doing bicycle planning professionally I never have seen costs that high for painting.

Thanks for your time.....Jack

Jack

--

Jack E Hirt  
Executive Director  
Midwest Cycling Series  
[jackhirt@midwestcyclingseries.com](mailto:jackhirt@midwestcyclingseries.com)  
414-943-MWCS (6927)  
[www.midwestcyclingseries.com](http://www.midwestcyclingseries.com)

## Carla Ledesma

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**From:** Joel Tilleson  
**Sent:** Monday, April 28, 2014 4:17 PM  
**To:** Carla Ledesma  
**Cc:** James Archambo  
**Subject:** FW: East Tosa North Avenue Plan  
**Attachments:** EastTosaNorthAvePlan.pdf

Carla, please add to the record, thanks

Joel

Ald. Joel Tilleson  
 City of Wauwatosa - 5th District  
 7915 W. Clarke St.  
 Wauwatosa, WI 53213  
 (414) 316-2123 land  
 (262) 744-0701 cell

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**From:** meg@easttosa [meg@easttosa.org]  
**Sent:** Monday, April 28, 2014 4:15 PM  
**To:** William Porter  
**Cc:** Joel Tilleson; Matthew J. Stippich; James Moldenhauer; Bobby Pantuso; Kathleen Ehley; James Archambo; tclerk; Angela Quigley; Maya Romboy; Kate Knowlton; Josh Fulfer  
**Subject:** East Tosa North Avenue Plan

Bill,

As a community, we are all aware of the need for the City of Wauwatosa to grow its economic base over the next few years and that a key factor to this growth is positioning the City as a desirable place in which to do business and live. As we know, a key factor for desirability is accessibility - by car, on foot and by bike. I realize that the Community Development Committee is responding to recommendations specific to the East Tosa North Avenue plan, but I would ask that the larger scope be considered. I would argue that what is being addressed tomorrow isn't just bike lanes and pedestrian islands in East Tosa, but rather, the beginning stages of how the City will deliver on a brand promise as a walkable and bikable community - connecting East Tosa, the Village, Midtown, Westtown and other commercial and residential areas to each other. I believe that when the Council unanimously approved this plan, it was because there was a realization that this connectivity and access is critical to our short and long-term desirability and growth. I ask that the plan, as approved, be implemented in its entirety.

Thank you for your consideration.

Meg Miller  
 Board Chair  
 East Tosa Alliance

East Tosa Alliance - Encouraging and advocating for economic growth and sustainability in East Tosa.

Attachment: 04-28-14 Email from Meg Miller, East Tosa Alliance, urging implementation of the bike and pedestrian plan as approved (2123 : 14-

"Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has." - Margaret Mead

Attachment: 04-28-14 Email from Meg Miller, East Tosa Alliance, urging implementation of the bike and pedestrian plan as approved (2123 : 14-



## EAST TOSA ALLIANCE

www.easttosa.org

April 28, 2014

Bill Porter  
 Director of Public Works  
 City of Wauwatosa  
 7725 W North Avenue  
 Wauwatosa, WI 53213

Bill,

As a community, we are all aware of the need for the City of Wauwatosa to grow its economic base over the next few years and that a key factor to this growth is positioning the City as a desirable place in which to do business and live. As we know, a key factor for desirability is accessibility - by car, on foot and by bike.

I realize that the Community Development Committee is responding to recommendations specific to the East Tosa North Avenue plan, but I would ask that the larger scope be considered. I would argue that what is being addressed tomorrow isn't just bike lanes and pedestrian islands in East Tosa, but rather, the beginning stages of how the City will deliver on a brand promise as a walkable and bikable community - connecting East Tosa, the Village, Midtown, Westtown and other commercial and residential areas to each other. I believe that when the Council unanimously approved this plan, it was because there was a realization that this connectivity and access is critical to our short and long-term desirability and growth.

I ask that the plan, as approved, be implemented in its entirety.

Thank you for your consideration.

Meg Miller  
 Board Chair  
 East Tosa Alliance

c: Mayor Ehley  
 City Administrator Jim Archambo  
 Board of Directors, East Tosa Alliance  
 Alders Tilleson, Pantuso, Moldenhauer, Stippich



**Carla Ledesma**

---

**From:** Joel Tilleson  
**Sent:** Monday, April 28, 2014 4:28 PM  
**To:** Carla Ledesma  
**Cc:** James Archambo  
**Subject:** FW: North Avenue Bike Lanes

Carla, please add this to the record, thanks

Joel

Ald. Joel Tilleson  
 City of Wauwatosa - 5th District  
 7915 W. Clarke St.  
 Wauwatosa, WI 53213  
 (414) 316-2123 land  
 (262) 744-0701 cell

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**From:** John Lutz [john\_lutz@att.net]  
**Sent:** Monday, April 28, 2014 4:26 PM  
**To:** Bobby Pantuso; Matthew J. Stippich  
**Cc:** Joel Tilleson; James Moldenhauer  
**Subject:** North Avenue Bike Lanes

Gentlemen,

It has come to my attention that the City of Wauwatosa is recommending that the Community Development Committee not move forward with any of the bike related traffic enhancements (green marked lanes, green bike intersection boxes) that were previously approved by the full council and supported by the residents, cycling community and local businesses.

As an avid local cyclist, I implore you to continue to support improvements that make cycling a safer and a more attractive alternative form of transportation in our community. The East Town area is now a destination for me and many of my fellow cyclists, and adding the designated lanes and bike boxes will make it an even more attractive destination for those people currently unwilling to risk their safety cycling on North Avenue or 68th Street. In addition, with auto parking at a premium in the area we should be doing all we can to promote alternative forms of transportation.

Thank you for your efforts in this matter.

Best Regards,

John Lutz  
 1907 N. Wauwatosa Ave.

Attachment: 04-28-14 Email from John Lutz, 1907 Wauwatosa Avenue, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

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**From:** Malone, Mary Jo (USTP) <MaryJo.Malone@usdoj.gov>  
**Sent:** Monday, April 28, 2014 4:56 PM  
**To:** Jeffrey Roznowski  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes

Jeff:

I write to ask you to support the proposed new painted bike lanes and bike box for North Avenue from 60<sup>th</sup> to 76<sup>th</sup> Street. I am aware that the City engineering staff is proposing that these elements be removed from the project for cost reasons.

As a 20-year resident of Wauwatosa who is also an avid biker and walker, I urge you to stay the course and implement the bike lanes/box as originally proposed.

Thank you.

Mary Jo Malone  
2530 North 70<sup>th</sup> Street  
Wauwatosa, WI 53213  
414-257-0329

Attachment: 04-28-14 Emails from Mary Jo Malone, 2530 N. 70th Street, supporting retention of painted bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** Malone, Mary Jo (USTP) <MaryJo.Malone@usdoj.gov>  
**Sent:** Monday, April 28, 2014 4:57 PM  
**To:** Bobby Pantuso  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes/Box

Alderman Pantuso:

I write to ask you to support the proposed new painted bike lanes and bike box for North Avenue from 60<sup>th</sup> to 76<sup>th</sup> Street. I am aware that the City engineering staff is proposing that these elements be removed from the project for cost reasons.

As a 20-year resident of Wauwatosa who is also an avid biker and walker, I urge you to stay the course and implement the bike lanes/box as originally proposed.

Thank you.

Mary Jo Malone  
2530 North 70<sup>th</sup> Street  
Wauwatosa, WI 53213  
414-257-0329

Attachment: 04-28-14 Emails from Mary Jo Malone, 2530 N. 70th Street, supporting retention of painted bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** Malone, Mary Jo (USTP) <MaryJo.Malone@usdoj.gov>  
**Sent:** Monday, April 28, 2014 4:58 PM  
**To:** Matthew J. Stippich  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes/Box

Alderman Stippich:

I write to ask you to support the proposed new painted bike lanes and bike box for North Avenue from 60<sup>th</sup> to 76<sup>th</sup> Street. I am aware that the City engineering staff is proposing that these elements be removed from the project for cost reasons.

As a 20-year resident of Wauwatosa who is also an avid biker and walker, I urge you to stay the course and implement the bike lanes/box as originally proposed.

Thank you.

Mary Jo Malone  
2530 North 70<sup>th</sup> Street  
Wauwatosa, WI 53213  
414-257-0329

Attachment: 04-28-14 Emails from Mary Jo Malone, 2530 N. 70th Street, supporting retention of painted bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** Malone, Mary Jo (USTP) <MaryJo.Malone@usdoj.gov>  
**Sent:** Monday, April 28, 2014 4:59 PM  
**To:** Joel Tilleson  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes/Box

Mr. Tilleson:

I write to ask you to support the proposed new painted bike lanes and bike box for North Avenue from 60<sup>th</sup> to 76<sup>th</sup> Street. I am aware that the City engineering staff is proposing that these elements be removed from the project for cost reasons.

As a 20-year resident of Wauwatosa who is also an avid biker and walker, I urge you to stay the course and implement the bike lanes/box as originally proposed.

Thank you.

Mary Jo Malone  
2530 North 70<sup>th</sup> Street  
Wauwatosa, WI 53213  
414-257-0329

Attachment: 04-28-14 Emails from Mary Jo Malone, 2530 N. 70th Street, supporting retention of painted bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** Malone, Mary Jo (USTP) <MaryJo.Malone@usdoj.gov>  
**Sent:** Monday, April 28, 2014 5:00 PM  
**To:** James Moldenhauer  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes/Box

Mr. Moldenhauer:

I write to ask you to support the proposed new painted bike lanes and bike box for North Avenue from 60<sup>th</sup> to 76<sup>th</sup> Street. I am aware that the City engineering staff is proposing that these elements be removed from the project for cost reasons.

As a 20-year resident of Wauwatosa who is also an avid biker and walker, I urge you to stay the course and implement the bike lanes/box as originally proposed.

Thank you.

Mary Jo Malone  
2530 North 70<sup>th</sup> Street  
Wauwatosa, WI 53213  
414-257-0329

Attachment: 04-28-14 Emails from Mary Jo Malone, 2530 N. 70th Street, supporting retention of painted bike lanes and bike boxes in the North

## Laura Marquardt

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**From:** Tom Stacey <toms@eua.com>  
**Sent:** Monday, April 28, 2014 5:40 PM  
**To:** James Moldenhauer; Matthew J. Stippich; Joel Tilleson; Bobby Pantuso; Jeffrey Roznowski; tclerk  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes

Gentlemen,

As a long term resident of Wauwatosa and a new member of the Plan Commission, I'm disappointed to understand that City engineering staff is proposing that integral elements of the North Avenue road project be removed for cost reasons. It is my understanding that the green bike lanes and advance bike boxes – that were approved with broad public support as part of the plan – would be eliminated.

This troubles me on several levels.

- The decision to eliminate this element would contradict the plan that was unanimously approved by the full council.
- I believe that the investment in the green lanes and bike boxes will further define the growing North Avenue business strip as a unique destination and is consistent with the East Tosa Master Plan.
- Shows a lack of commitment by the City to a well-conceived plan that is forward thinking and innovative. Qualities that we should continue to strive for as a community.

As an architect and planner – I've had the opportunity to work in many other communities – both in the region and around the country and we are simply not keeping pace if we continue to cut amenities like this.

I am hoping that the Community Development Committee fights for this important traffic design element - an element that was unanimously approved by the full Council.

Thank you for considering this important issue.

**Thomas Stacey, RA**  
 Architect : Associate



**Eppstein Uhen Architects**

333 East Chicago Street | Milwaukee, WI 53202  
 main : 414.271.5350 | direct : 414.291.8159 | mobile : 414.940.8860  
 milwaukee : madison : des moines

[eua.com](http://eua.com)  

**Laura Marquardt**

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**From:** Eric Halkola <ezhalkola@yahoo.com>  
**Sent:** Monday, April 28, 2014 6:43 PM  
**To:** tclerk  
**Subject:** North ave bike lane

The bike lane will be valuable for biking and should be kept in place. Please consider this while voting.

Sent from my iPhone

Sent from my iPhone

Attachment: 04-28-14 Email from Eric Halkola supporting retention of bike lanes in the North Avenue improvement project (2123 : 14-68 North

**Laura Marquardt**

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**From:** Tom Martin <tmmartin@gmail.com>  
**Sent:** Monday, April 28, 2014 6:46 PM  
**To:** Jeffrey Roznowski; Bobby Pantuso; Matthew J. Stippich; Joel Tilleson; James Moldenhauer  
**Cc:** tclerk  
**Subject:** North Ave Bike Lanes

Hello,

I understand that the proposed green bike lanes and bike boxes may be cut from the North Ave improvement project. This would be very disappointing - the council has already approved the master plan, and I'm strongly in favor of it. Keeping these elements in the plan for North Ave (and other areas in the future) will distinguish Wauwatosa as a more livable city.

Please retain and enhance the bike-friendly features of our city!

Tom Martin  
8229 Rockway Pl  
Wauwatosa

Attachment: 04-28-14 Email from Tom Martin, 8229 Rockway Place, supporting retention of green bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

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**From:** John Young <apple\_butter@icloud.com>  
**Sent:** Monday, April 28, 2014 7:08 PM  
**To:** Jeffrey Roznowski  
**Cc:** tclerk  
**Subject:** Community Development Committee April 29th

Jeff,

I received word the committee will be taking a vote on the plan for North Ave improvements. I want to make sure you know I fully support the improvements as recommended and approved by the City Council. The city of Wauwatosa is gaining momentum as a destination community for its development, urban planning, and pedestrian access. Trulia.com has a Walking rating of 85/100 for the neighborhood this most impacts. The plan as designed enhances this and keeps that Amenities feel very high.

Biking is hugely popular as a means of transport, recreation, and even racing in Tosa. This is a big deal and a visual commitment to the pedestrian movement.

Sincerely,  
John Young  
6728 Maple Terrace  
Wauwatosa, 53213

Attachment: 04-28-14 Emails from John Young, 6728 Maple Terrace, urging implementation of the North Avenue improvement project plan as

## Laura Marquardt

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**From:** John Young <apple\_butter@icloud.com>  
**Sent:** Monday, April 28, 2014 7:15 PM  
**To:** Bobby Pantuso; Matthew J. Stippich; Joel Tilleson; James Moldenhauer  
**Cc:** Dennis McBride; tclerk  
**Subject:** Community Development Committee - April 29th Meeting

Ald. Pantuso, Ald. Stippich, Ald. Tilleson, Ald. Moldenhauer;

I received word the committee will be taking a vote on the plan for North Ave improvements. I want to make sure you know I fully support the improvements as recommended and approved by the City Council. The city of Wauwatosa is gaining momentum as a destination community for its development, urban planning, and pedestrian access. Trulia.com has a Walking rating of 85/100 for the neighborhood this most impacts. The plan as designed enhances this destination. You are adding another element of soul to this area.

Biking is hugely popular as a means of transport, recreation, and even racing in Tosa. Keeping the green lanes and bike boxes is a big deal and a visual commitment to the pedestrian movement.

Sincerely,  
 John Young  
 6728 Maple Terrace  
 Wauwatosa, 53213

Attachment: 04-28-14 Emails from John Young, 6728 Maple Terrace, urging implementation of the North Avenue improvement project plan as

## Laura Marquardt

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**From:** Bobby Pantuso  
**Sent:** Monday, April 28, 2014 7:44 PM  
**To:** John Young  
**Cc:** Matthew J. Stippich; Joel Tilleson; James Moldenhauer; Dennis McBride; tclerk  
**Subject:** Re: Community Development Committee - April 29th Meeting

This is great info and input John. I fully support the plan as originally conceived and I will B&F working toward that end tomorrow night.

### Bobby Pantuso

City of Wauwatosa  
 Alderman-District 5  
[bpantuso@wauwatosa.net](mailto:bpantuso@wauwatosa.net)  
 414-736-5700

*"In preparing for battle I have always found that plans are useless, but planning is indispensable."*

-Dwight D. Eisenhower

On Apr 28, 2014, at 7:15 PM, "John Young" <[apple\\_butter@icloud.com](mailto:apple_butter@icloud.com)> wrote:

Ald. Pantuso, Ald. Stippich, Ald. Tilleson, Ald. Moldenhauer;

I received word the committee will be taking a vote on the plan for North Ave improvements. I want to make sure you know I fully support the improvements as recommended and approved by the City Council. The city of Wauwatosa is gaining momentum as a destination community for its development, urban planning, and pedestrian access. [Trulia.com](http://Trulia.com) has a Walking rating of 85/100 for the neighborhood this most impacts. The plan as designed enhances this destination. You are adding another element of soul to this area.

Biking is hugely popular as a means of transport, recreation, and even racing in Tosa. Keeping the green lanes and bike boxes is a big deal and a visual commitment to the pedestrian movement.

Sincerely,  
 John Young  
 6728 Maple Terrace  
 Wauwatosa, 53213

Attachment: 04-28-14 Ald. Pantuso response to John Young email (2123 : 14-68 North Ave contract review)

**Laura Marquardt**

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**From:** Paul <paul\_kerber@sbcglobal.net>  
**Sent:** Monday, April 28, 2014 8:30 PM  
**To:** Bobby Pantuso  
**Cc:** tclerk  
**Subject:** North Ave. Revitalization

Bobby,

I am one of your constituents that will be greatly affected by the changes on North Ave. Let me begin by saying that I am very excited about what is happening and I cannot wait to see the energy that comes from the project. I believe what you are doing and the city is doing is great for the community as well as the neighborhood. I already hear from many people that they travel to our neighborhood to dine and enjoy themselves. I believe that the renovation will bring in more restaurants and shops that will attract people from all over the Milwaukee area.

It is important to me that we keep the bike lanes and bike boxes a part of the project. Wauwatosa is already a destination for other cyclist on the Oak Leaf trail and the North Ave. renovation would only enhance that as well. Currently cycling conditions are unsafe on North Ave and I avoid riding on it at all costs. If we create safe conditions ore people will feel comfortable riding on North and it would only create more enthusiasm for the area.

I have heard that you already support the project and are a cyclist too. I really appreciate your support and believe that you will be an integral factor on keeping the bicycle plan.

Thank you for being my representative,

Paul Kerber

Attachment: 04-28-14 Email from Paul Kerber supporting retention of bike lanes and bike boxes in the North Avenue improvement project (2123)

**Laura Marquardt**

---

**From:** Pat Janisch <janisch@sbcglobal.net>  
**Sent:** Monday, April 28, 2014 8:38 PM  
**To:** Jeffrey Roznowski; Bobby Pantuso; Matthew J. Stippich; Joel Tilleson; James Moldenhauer; tclerk; Dennis McBride  
**Subject:** North Ave pavement markings

Good Evening~

I am writing to address my concerns over the recommendation being made to eliminate the bicycle pavement markings from the North Avenue renovation plan. As a lifelong (48 years) resident of Wauwatosa and an avid bicyclist as well as having three children who also use bicycles for transportation, I urge the committee to adopt the plan for bicycle lanes and boxes as was approval in an earlier vote on the measure. The safety of our residents and our children is reason enough to do this but there are other valid reasons as well.

I have witnessed the transformation of our city over the past several years into an exciting, culturally vibrant place to live. When I was growing up, the village and North Avenue were virtual dead zones, with little reason for people to get out of their cars much less actively partake in the life of the neighborhoods. How far we have come! Restaurants, bars, boutiques, reasons galore to slow down and enjoy all our City has to offer. I believe wholeheartedly that increasing the pedestrian accessibility of our commercial areas is paramount to achieving even greater success and making Tosa a destination not only for residents but for people near and far.

Respectfully yours,

Richard Janisch  
 2036 Ludington Avenue  
 Wauwatosa, WI. 53226  
 414-333-2019

Attachment: 04-28-14 Email from Richard Janisch, 2036 Ludington Avenue, supporting retention of bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** Mary Young <meporteus@icloud.com>  
**Sent:** Monday, April 28, 2014 8:52 PM  
**To:** Jeffrey Roznowski; Bobby Pantuso; Matthew J. Stippich; Joel Tilleson; tclerk  
**Subject:** I Support Bike Lanes on North Avenue

I strongly support the addition of bike lanes to North Avenue as part of the road improvement project. As the Wauwatosa City Council voted unanimously in favor of the plan, it would seem that you do, too! However, it's come to my attention that the Wauwatosa city engineering staff are proposing that important elements of the design be removed for cost reasons.

The addition of these bike lanes is a fantastic opportunity for Wauwatosa to move forward on a progressive design! Bike lanes will add to the allure and atmosphere of this exciting new development area in Wauwatosa! I fully support the use of tax dollars to move ahead with this project as envisioned and approved.

Please support the addition of bike lanes to North Avenue!

Thank you,

Mary Young  
6728 Maple Terrace  
Wauwatosa, 53213

Attachment: 04-28-14 Email from Mary Young, 6728 Maple Terrace, supporting retention of bike lanes and bike boxes in the North Avenue

## Laura Marquardt

---

**From:** Bobby Pantuso  
**Sent:** Monday, April 28, 2014 9:21 PM  
**To:** Paul  
**Cc:** tclerk  
**Subject:** Re: North Ave. Revitalization

Thanks Paul,  
 I am excited to get these assets in place finally. I appreciate your support.

**Bobby Pantuso**  
 City of Wauwatosa  
 Alderman-District 5  
[bpantuso@wauwatosa.net](mailto:bpantuso@wauwatosa.net)  
 414-736-5700

*"In preparing for battle I have always found that plans are useless, but planning is indispensable."*

-[Dwight D. Eisenhower](#)

On Apr 28, 2014, at 8:30 PM, "Paul" <[paul\\_kerber@sbcglobal.net](mailto:paul_kerber@sbcglobal.net)> wrote:

Bobby,

I am one of your constituents that will be greatly affected by the changes on North Ave. Let me begin by saying that I am very excited about what is happening and I cannot wait to see the energy that comes from the project. I believe what you are doing and the city is doing is great for the community as well as the neighborhood. I already hear from many people that they travel to our neighborhood to dine and enjoy themselves. I believe that the renovation will bring in more restaurants and shops that will attract people from all over the Milwaukee area.

It is important to me that we keep the bike lanes and bike boxes a part of the project. Wauwatosa is already a destination for other cyclist on the Oak Leaf trail and the North Ave. renovation would only enhance that as well. Currently cycling conditions are unsafe on North Ave and I avoid riding on it at all costs. If we create safe conditions ore people will feel comfortable riding on North and it would only create more enthusiasm for the area.

I have heard that you already support the project and are a cyclist too. I really appreciate your support and believe that you will be an integral factor on keeping the bicycle plan.

Thank you for being my representative,

Paul Kerber

Attachment: 04-28-14 Ald. Pantuso response to Paul Kerber email supporting retention of bike lanes and bike boxes in the North Avenue

## Laura Marquardt

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**From:** Scott Bolte <scott.bolte@gmail.com>  
**Sent:** Monday, April 28, 2014 10:00 PM  
**To:** Jeffrey Roznowski; Bobby Pantuso; Matthew J. Stippich; Kathleen Causier; John Dubinski; Joel Tilleson; James Moldenhauer  
**Cc:** tclerk; Kathleen Ehley  
**Subject:** North Avenue resurfacing project

I am writing about a proposed elimination of green bike markings in the North Avenue resurfacing project plan. The green bike lane markings, which are a valuable safety feature for cyclists and pedestrians alike, should be retained. I have two observations as to why I think the up-front and ongoing maintenance costs are well worth it.

My daughter is a college student at Colorado State University. I have noticed when I visit that drivers respect the bike lanes in Fort Collins. They don't swerve into them to get around a vehicle turning left. They don't cut into them as they turn right. As a result, cyclists, including my daughter, are much safer there than they would be on North Avenue.

The second point is a comment made at an open house by the engineer from Ayres & Associates. The green marked bike lanes narrow the perceived width of the auto lanes. That has a desirable calming effect and lowers the average rate of speed. If the bike lane is an easily ignored white line, and the chicanes are removed, I believe many drivers will both increase their speed and resume swerving around left turning vehicles. Not only is that a hazard for cyclists, but it is also hazardous for pedestrians who effectively have to cross a wider street.

I ask that you support this essential component of the original plan which was unanimously approved.

Scott Bolte  
 19 year resident of ward 4  
 8836 Jackson Park Blvd

**Laura Marquardt**

---

**From:** Phil Kroner <pkroner@wi.rr.com>  
**Sent:** Monday, April 28, 2014 10:38 PM  
**To:** tclerk  
**Subject:** FW: Keep North Avenue Bike Lanes

----- Forwarded Message

**From:** Phil Kroner <[pkroner@wi.rr.com](mailto:pkroner@wi.rr.com)>  
**Date:** Mon, 28 Apr 2014 22:36:26 -0500  
**To:** <[jmoldenhauer@wauwatosanet.net](mailto:jmoldenhauer@wauwatosanet.net)>  
**Conversation:** Keep North Avenue Bike Lanes  
**Subject:** Keep North Avenue Bike Lanes

Dear Mr. Moldenhauer,

I was recently made aware of the possibility that bike lanes may be removed from the North Avenue development plan. I am writing to strongly urge you to make sure that the bike lanes and other biking related designs remain in the plan. As a middle-aged man who has just recently discovered the joy of road biking, I can say from experience that the presence of bike lanes adds a great deal of safety. This safety applies not only to the bike rider, but to those driving cars, and pedestrians as well.

As a new bike rider I can say it can certainly feel dangerous at times trying to negotiate a busy street when it isn't exactly clear where the bikes and cars should be, and especially when it doesn't seem there is room for both. I currently don't ride on North Ave. as it doesn't feel safe. When I heard that bike lanes were to be included on North Ave. as it was redeveloped I was excited as this would open up a major east/west street to bicycles. Riding on streets with bike lanes is a real pleasure as I feel safe. I know where I am supposed to be, drivers know where they are supposed to be, and pedestrians can easily watch for both of us.

Please vote to leave the currently approved bike lanes and other biking-related improvements in the North Ave. plan.

Sincerely,

Phil Kroner  
 7817 Jackson Park Blvd.  
 414-771-5067

----- End of Forwarded Message

Attachment: 04-28-14 Emails from Phil Kroner, 7817 Jackson Park Blvd., supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

---

**From:** Phil Kroner <pkroner@wi.rr.com>  
**Sent:** Monday, April 28, 2014 10:38 PM  
**To:** tclerk  
**Subject:** FW: Keep North Avenue Bike Lanes

----- Forwarded Message

**From:** Phil Kroner <[pkroner@wi.rr.com](mailto:pkroner@wi.rr.com)>  
**Date:** Mon, 28 Apr 2014 22:35:53 -0500  
**To:** <[jtilleson@wauwatosa.net](mailto:jtilleson@wauwatosa.net)>  
**Conversation:** Keep North Avenue Bike Lanes  
**Subject:** Keep North Avenue Bike Lanes

Dear Mr. Tilleson,

I was recently made aware of the possibility that bike lanes may be removed from the North Avenue development plan. I am writing to strongly urge you to make sure that the bike lanes and other biking related designs remain in the plan. As a middle-aged man who has just recently discovered the joy of road biking, I can say from experience that the presence of bike lanes adds a great deal of safety. This safety applies not only to the bike rider, but to those driving cars, and pedestrians as well.

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 7817 Jackson Park Blvd.  
 414-771-5067

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Attachment: 04-28-14 Emails from Phil Kroner, 7817 Jackson Park Blvd., supporting retention of bike lanes and bike boxes in the North Avenue

## Laura Marquardt

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**From:** Phil Kroner <pkroner@wi.rr.com>  
**Sent:** Monday, April 28, 2014 10:38 PM  
**To:** tclerk  
**Subject:** FW: Keep North Avenue Bike Lanes

----- Forwarded Message

**From:** Phil Kroner <[pkroner@wi.rr.com](mailto:pkroner@wi.rr.com)>  
**Date:** Mon, 28 Apr 2014 22:34:45 -0500  
**To:** <[mstippich@wauwatosa.net](mailto:mstippich@wauwatosa.net)>  
**Conversation:** Keep North Avenue Bike Lanes  
**Subject:** Keep North Avenue Bike Lanes

Dear Mr. Stippich,

I was recently made aware of the possibility that bike lanes may be removed from the North Avenue development plan. I am writing to strongly urge you to make sure that the bike lanes and other biking related designs remain in the plan. As a middle-aged man who has just recently discovered the joy of road biking, I can say from experience that the presence of bike lanes adds a great deal of safety. This safety applies not only to the bike rider, but to those driving cars, and pedestrians as well.

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Please vote to leave the currently approved bike lanes and other biking-related improvements in the North Ave. plan.

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Phil Kroner  
 7817 Jackson Park Blvd.  
 414-771-5067

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Attachment: 04-28-14 Emails from Phil Kroner, 7817 Jackson Park Blvd., supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

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**From:** Phil Kroner <pkroner@wi.rr.com>  
**Sent:** Monday, April 28, 2014 10:39 PM  
**To:** tclerk  
**Subject:** FW: Keep North Avenue Bike Lanes

----- Forwarded Message

**From:** Phil Kroner <[pkroner@wi.rr.com](mailto:pkroner@wi.rr.com)>  
**Date:** Mon, 28 Apr 2014 22:34:13 -0500  
**To:** <[bpantuso@wauwatosa.net](mailto:bpantuso@wauwatosa.net)>  
**Conversation:** Keep North Avenue Bike Lanes  
**Subject:** Keep North Avenue Bike Lanes

Dear Mr. Pantuso,

I was recently made aware of the possibility that bike lanes may be removed from the North Avenue development plan. I am writing to strongly urge you to make sure that the bike lanes and other biking related designs remain in the plan. As a middle-aged man who has just recently discovered the joy of road biking, I can say from experience that the presence of bike lanes adds a great deal of safety. This safety applies not only to the bike rider, but to those driving cars, and pedestrians as well.

As a new bike rider I can say it can certainly feel dangerous at times trying to negotiate a busy street when it isn't exactly clear where the bikes and cars should be, and especially when it doesn't seem there is room for both. I currently don't ride on North Ave. as it doesn't feel safe. When I heard that bike lanes were to be included on North Ave. as it was redeveloped I was excited as this would open up a major east/west street to bicycles. Riding on streets with bike lanes is a real pleasure as I feel safe. I know where I am supposed to be, drivers know where they are supposed to be, and pedestrians can easily watch for both of us.

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Phil Kroner  
 7817 Jackson Park Blvd.  
 414-771-5067

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Attachment: 04-28-14 Emails from Phil Kroner, 7817 Jackson Park Blvd., supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

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**From:** Phil Kroner <pkroner@wi.rr.com>  
**Sent:** Monday, April 28, 2014 10:39 PM  
**To:** tclerk  
**Subject:** FW: North Avenue Bike Lanes

----- Forwarded Message

**From:** Phil Kroner <[pkroner@wi.rr.com](mailto:pkroner@wi.rr.com)>  
**Date:** Mon, 28 Apr 2014 22:33:03 -0500  
**To:** <[jroznowski@wauwatosa.net](mailto:jroznowski@wauwatosa.net)>  
**Conversation:** North Avenue Bike Lanes  
**Subject:** North Avenue Bike Lanes

Dear Alderman Roznowski,

I was recently made aware of the possibility that bike lanes may be removed from the North Avenue development plan. I am writing to strongly urge you to make sure that the bike lanes and other biking related designs remain in the plan. As a middle-aged man who has just recently discovered the joy of road biking, I can say from experience that the presence of bike lanes adds a great deal of safety. This safety applies not only to the bike rider, but to those driving cars, and pedestrians as well.

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Please vote to leave the currently approved bike lanes and other biking-related improvements in the North Ave. plan.

Sincerely,

Phil Kroner  
 7817 Jackson Park Blvd.  
 414-771-5067

----- End of Forwarded Message

Attachment: 04-28-14 Emails from Phil Kroner, 7817 Jackson Park Blvd., supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

---

**From:** Dennis Roscetti <droschetti88@gmail.com>  
**Sent:** Monday, April 28, 2014 10:39 PM  
**To:** Jeffrey Roznowski  
**Cc:** tclerk  
**Subject:** Cycling/Pedestrian plan

Alderman Roznowski,

As a longtime cyclist and Wauwatosa resident, I've followed the development of the cycling\pedestrian plan for Wauwatosa with considerable interest. I was very disappointed that the city engineering staff is recommending that some important design elements for the North Avenue redesign - the bike boxes and green bike lanes - be eliminated on cost grounds. I live on 68th Street, just off North Avenue. The business developments in this area are gratifying, but have made cycling more challenging. I ask that you reject these attempts and stick to the overall plan, which was approved by Council.

Thanks for your consideration.

Dennis Roscetti  
2243 North 68th Street  
[REDACTED]

Attachment: 04-28-14 Emails from Dennis Roscetti, 2243 N. 68th Street, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

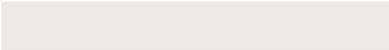
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**From:** Dennis Roscetti <droschetti88@gmail.com>  
**Sent:** Monday, April 28, 2014 10:43 PM  
**To:** Bobby Pantuso  
**Cc:** tclerk  
**Subject:** Cycling/Pedestrian Plan

Alderman Pantuso

As a longtime cyclist and Wauwatosa resident, I've followed the development of the cycling\pedestrian plan for Wauwatosa with considerable interest. I was very disappointed that the city engineering staff is recommending that some important design elements for the North Avenue redesign - the bike boxes and green bike lanes - be eliminated on cost grounds. I live on 68th Street, just off North Avenue. The business developments in this area are gratifying, but have made cycling more challenging. I ask that you reject these attempts and stick to the overall plan, which was approved by Council.

Thanks for your consideration.

Dennis Roscetti  
2243 North 68th Street  


Attachment: 04-28-14 Emails from Dennis Roscetti, 2243 N. 68th Street, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

---

**From:** Dennis Roscetti <droschetti88@gmail.com>  
**Sent:** Monday, April 28, 2014 10:44 PM  
**To:** Matthew J. Stippich  
**Cc:** tclerk  
**Subject:** Cycling/Pedestrian plan

Alderman Stippich,

As a longtime cyclist and Wauwatosa resident, I've followed the development of the cycling\pedestrian plan for Wauwatosa with considerable interest. I was very disappointed that the city engineering staff is recommending that some important design elements for the North Avenue redesign - the bike boxes and green bike lanes - be eliminated on cost grounds. I live on 68th Street, just off North Avenue. The business developments in this area are gratifying, but have made cycling more challenging. I ask that you reject these attempts and stick to the overall plan, which was approved by Council.

Thanks for your consideration.

Dennis Roscetti  
2243 North 68th Street  
[REDACTED]

Attachment: 04-28-14 Emails from Dennis Roscetti, 2243 N. 68th Street, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

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**From:** Dennis Roscetti <droschetti88@gmail.com>  
**Sent:** Monday, April 28, 2014 10:45 PM  
**To:** Joel Tilleson  
**Cc:** tclerk  
**Subject:** Cycling/Pedestrian Plan

Alderman Tilleson,

As a longtime cyclist and Wauwatosa resident, I've followed the development of the cycling\pedestrian plan for Wauwatosa with considerable interest. I was very disappointed that the city engineering staff is recommending that some important design elements for the North Avenue redesign - the bike boxes and green bike lanes - be eliminated on cost grounds. I live on 68th Street, just off North Avenue. The business developments in this area are gratifying, but have made cycling more challenging. I ask that you reject these attempts and stick to the overall plan, which was approved by Council.

Thanks for your consideration.

Dennis Roscetti  
2243 North 68th Street  


Attachment: 04-28-14 Emails from Dennis Roscetti, 2243 N. 68th Street, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

---

**From:** Dennis Roscetti <droschetti88@gmail.com>  
**Sent:** Monday, April 28, 2014 10:46 PM  
**To:** James Moldenhauer  
**Cc:** tclerk  
**Subject:** Cycling/Pedestrian Plan

Alderman Moldenhauer,

As a longtime cyclist and Wauwatosa resident, I've followed the development of the cycling\pedestrian plan for Wauwatosa with considerable interest. I was very disappointed that the city engineering staff is recommending that some important design elements for the North Avenue redesign - the bike boxes and green bike lanes - be eliminated on cost grounds. I live on 68th Street, just off North Avenue. The business developments in this area are gratifying, but have made cycling more challenging. I ask that you reject these attempts and stick to the overall plan, which was approved by Council.

Thanks for your consideration.

Dennis Roscetti  
2243 North 68th Street  
[REDACTED]

Attachment: 04-28-14 Emails from Dennis Roscetti, 2243 N. 68th Street, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

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**From:** Rebecca Yakes <r\_yakes@sbcglobal.net>  
**Sent:** Monday, April 28, 2014 11:53 PM  
**To:** Jeffrey Roznowski  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes

Jeff,

I'm writing to ask you to stay the course regarding the green bike lanes and bike boxes that were unanimously approved by the full Council as part of the North Avenue road improvement project between 76th and 60th. I understand that the Engineering Staff has requested to remove the painted bike lanes and bike boxes from the project for cost reasons. I believe that the investment in the green lanes and bike boxes will further define the growing North Avenue business strip as a unique destination and is consistent with the East Tosa Master Plan.

Becky Yakes

Attachment: 04-28-14 Email from Rebecca Yakes supporting retention of green bike lanes and bike boxes in the North Avenue improvement

## Laura Marquardt

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**From:** Carla Ledesma  
**Sent:** Tuesday, April 29, 2014 8:27 AM  
**To:** Laura Marquardt  
**Subject:** FW:

---

**From:** Joel Tilleson  
**Sent:** Tuesday, April 29, 2014 8:11 AM  
**To:** Carla Ledesma  
**Cc:** James Archambo; William Porter  
**Subject:** FW:

Carla, please add this to the record, thanks

Joel

Ald. Joel Tilleson  
 City of Wauwatosa - 5th District  
 7915 W. Clarke St.  
 Wauwatosa, WI 53213  
 (414) 316-2123 land  
 (262) 744-0701 cell

---

**From:** David Lau Wauwatosa WI [david.lau7215@gmail.com]  
**Sent:** Monday, April 28, 2014 6:48 PM  
**To:** James Moldenhauer; Matthew J. Stippich; Kathleen Causier; John Dubinski; Gregory Walz-Chojnacki; Tim Hanson; Michael Walsh; Dennis McBride; Bobby Pantuso; Joel Tilleson; Allison Byrne; Jeffrey Roznowski; Cheryl Berdan; Jason Kofroth; Craig Wilson; Jason Wilke  
**Subject:**

Dear members of the Common Council,

This is David Lau and Guy Roeseler, of Ono Kine Grindz at the corner of 72nd & North Ave. It has come to our attention that there is a proposal to remove the concrete islands proposed as part of the North Avenue redesign. We strongly oppose any effort to remove the concrete islands. We took part in the public discussion and were relieved that the islands were inserted in the final plan. We have witnessed high speed accidents at the intersection of 72nd and North, and we believe that the islands will help slow traffic and make it safer for people to cross North Avenue and visit our store. Our customers have expressed that it took ten minutes to cross the street. Another family quickly recorded license plate numbers to police after speeding vehicles nearly hit their two young daughters.

Aside from a business viewpoint, safety for our citizens is of the utmost importance. Personal injury and possible death can cost the city much more in future liability than installing adequate pedestrian safety measures now. Please take into consideration that the Wauwatosa demographic is now a young couple starting a new family which includes baby strollers and small children.

If wishes were horses, we would actually prefer a push button pedestrian crossing light like as been installed near Ray's Liquor.

Please at least keep the concrete islands in the final plan. Thank you.

David Lau & Guy Roeseler  
[onokinegrindz@hotmail.com](mailto:onokinegrindz@hotmail.com)

Attachment: 04-28-14 Email from David Lau, Ono Kine Grindz, supporting retention of concrete islands in the North Avenue improvement

## Laura Marquardt

---

**From:** Carla Ledesma  
**Sent:** Tuesday, April 29, 2014 8:30 AM  
**To:** Laura Marquardt  
**Subject:** FW: East Tosa bike/ped concerns

-----Original Message-----

From: Matthew J. Stippich  
 Sent: Monday, April 28, 2014 11:14 PM  
 To: Carla Ledesma  
 Subject: FW: East Tosa bike/ped concerns

Carla,

Please add to the record. Thank you!

-Matt

Matt Stippich  
 City of Wauwatosa  
 Alderman - District 1  
 mstippich@wauwatosa.net  
 (262) 345-7847

---

From: John & Kristen Charlson [jkcharlson@gmail.com]  
 Sent: Monday, April 28, 2014 7:15 PM  
 To: Matthew J. Stippich  
 Subject: East Tosa bike/ped concerns

Hi Matt,

Quite a concert yesterday, wasn't it? That was our first All City String Festival and we were so impressed!

I'm writing to let you know my concerns about the rebuilding of North Ave. from 60th - 76th Street. It is my understanding that the current plan called for making significant improvements to the pedestrian and bicycle experience. I heard that the city staff is proposing pulling these improvements out due to "ongoing operational costs". I think that this would be a huge mistake. The pedestrian/bike plans should be kept. This is what East Tosa needs to continue to grow and be the destination we want to go to with our family for dining, shopping etc. An avenue that is not bike/pedestrian friendly is not safe and in my opinion is not a welcoming destination.

I hope you will support keeping the bike/pedestrian plan for East Tosa! Thanks for your service.

Kristen Charlson

Attachment: 04-28-14 Email from Kristen Charlson urging implementation of the North Avenue improvement project plan as approved by

## Laura Marquardt

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**From:** Carla Ledesma  
**Sent:** Tuesday, April 29, 2014 8:30 AM  
**To:** Laura Marquardt  
**Subject:** FW: Green Bike Lanes and Advanced Bike Boxes

---

**From:** Matthew J. Stippich  
**Sent:** Monday, April 28, 2014 10:49 PM  
**To:** Carla Ledesma  
**Subject:** FW: Green Bike Lanes and Advanced Bike Boxes

Carla,

Please include in the file.

Thank you!

**Matt Stippich**  
 City of Wauwatosa  
 Alderman - District 1  
[mstippich@wauwatosa.net](mailto:mstippich@wauwatosa.net)  
 (262) 345-7847

---

**From:** Jon Reetz [jon.reetz@gmail.com]  
**Sent:** Monday, April 28, 2014 9:48 PM  
**To:** Matthew J. Stippich  
**Subject:** Green Bike Lanes and Advanced Bike Boxes

Alderman Stippich,

I received word today that City engineers have proposed eliminating the painted bike lanes and bike box from the road project to improve North Avenue between 60th and 76th Street,

As a fifteen year citizen of Wauwatosa, I'd like to emphasize the importance of these elements to drivers, cyclists and pedestrians. With it's recent growth, the east end of Tosa is a testament to the importance of foot and bike traffic. I work in the mortgage business and often hear from young families the importance of being able to walk and bike to restaurants and other storefronts in the area. The painted lanes will not only benefit cyclists but slow down automobile traffic to keep those families safe.

It's imperative that these items remain intact as the project moves forward.

Best Regards,

Jon Reetz  
 2568 N 86th St

Attachment: 04-28-14 Email from Jon Reetz, 2568 N. 86th Street, supporting retention of green bike lanes and bike boxes in the North Avenue

## Laura Marquardt

---

**From:** Carla Ledesma  
**Sent:** Tuesday, April 29, 2014 8:39 AM  
**To:** Laura Marquardt  
**Subject:** FW: Bike boxes on North Ave

-----Original Message-----

From: Joel Tilleson  
 Sent: Monday, April 28, 2014 5:03 PM  
 To: Carla Ledesma  
 Cc: James Archambo  
 Subject: FW: Bike boxes on North Ave

Carla, please add to the record, thanks

Joel

Ald. Joel Tilleson  
 City of Wauwatosa - 5th District  
 7915 W. Clarke St.  
 Wauwatosa, WI 53213  
 (414) 316-2123 land  
 (262) 744-0701 cell

---

From: Cranky AI's [crankyals@gmail.com]  
 Sent: Monday, April 28, 2014 5:01 PM  
 To: James Moldenhauer; Matthew J. Stippich; Kathleen Causier; John Dubinski; Gregory Walz-Chojnacki; Tim Hanson; Michael Walsh; Dennis McBride; Bobby Pantuso; Joel Tilleson; Allison Byrne; Jeffrey Roznowski; Cheryl Berdan; Jason Kofroth; Craig Wilson; Jason Wilke  
 Subject: Bike boxes on North Ave

Members of the Council,

We are writing this letter to ensure the green painted bike boxes stay in the plan for the North Avenue redevelopment. we understand there is a possibility of the Council being asked to remove them from the plan. These have already been unanimously supported by the full Council and were supported at numerous public hearings, which we attended. As a business and property owners who are right on the corner of 69th & North, we see a lot of the activity and traffic there. Not only will the bike boxes add nostalgia to the new design of the street, which is strongly needed, but we believe they will help slow the traffic, which is of utmost importance. As business and property owners, we want to and need to see this area become more pedestrian and bicycle friendly, and keeping those bike boxes is a huge step in that direction. Again, we see this traffic every day, and our customers frequently walk through those intersections. Please make sure to keep the bike boxes in the plan as they were intended.

Thank you!  
 Susie Brkich  
 Alex Brkich

Attachment: 04-28-14 Email from Susan Bkirch, Alex Bkirch and Joey Carioti, Cranky AI's, supporting retention of green bike lanes and bike

Joey Carioti

Attachment: 04-28-14 Email from Susan Bkirch, Alex Bkirch and Joey Carioti, Cranky A's, supporting retention of green bike lanes and bike

**Laura Marquardt**

---

**From:** Julia Schmitt <juliaschmitt0427@gmail.com>  
**Sent:** Tuesday, April 29, 2014 8:34 AM  
**To:** Bobby Pantuso  
**Cc:** tclerk  
**Subject:** Bike Lanes on North Avenue

Hi Bobby,  
Please don't let the city remove the new proposed bike lanes in East Tosa!  
You and others have worked so hard to revitalize East Tosa and the proposed bike lanes will only increase patronage to the restaurants and businesses along North Avenue.  
Thank you!

Julia Schmitt  
2450 N. 81st Street  
Wauwatosa  
414-774-3307

Attachment: 04-29-14 Emails from Julia Schmitt, 2450 N. 81st Street, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

---

**From:** Julia Schmitt <juliaschmitt0427@gmail.com>  
**Sent:** Tuesday, April 29, 2014 8:35 AM  
**To:** Matthew J. Stippich  
**Cc:** tclerk  
**Subject:** Bike Lanes on North Avenue!

Hi Matt,

Please don't let the city remove the new proposed bike lanes in East Tosa!

So many people have worked so hard to revitalize East Tosa and bike lanes will only increase patronage to the restaurants and businesses along North Avenue.

Thank you!

Julia Schmitt  
2450 N. 81st Street  
Wauwatosa  
414-774-3307

Attachment: 04-29-14 Emails from Julia Schmitt, 2450 N. 81st Street, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

---

**From:** Julia Schmitt <juliaschmitt0427@gmail.com>  
**Sent:** Tuesday, April 29, 2014 8:36 AM  
**To:** Joel Tilleson  
**Cc:** tclerk  
**Subject:** Bike Lanes on North Avenue!

Hi Joel,  
Please don't let the city remove the new proposed bike lanes in East Tosa!  
So many people have worked so hard to revitalize East Tosa and bike lanes will only increase patronage to the restaurants and businesses along North Avenue.  
Thank you!

Julia Schmitt  
2450 N. 81st Street  
Wauwatosa  
414-774-3307

Attachment: 04-29-14 Emails from Julia Schmitt, 2450 N. 81st Street, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

---

**From:** Julia Schmitt <juliaschmitt0427@gmail.com>  
**Sent:** Tuesday, April 29, 2014 8:37 AM  
**To:** James Moldenhauer  
**Cc:** tclerk  
**Subject:** Bike Lanes on North Avenue!

Hi Jim,

Please don't let the city remove the new proposed bike lanes in East Tosa!

So many people have worked so hard to revitalize East Tosa and bike lanes will only increase patronage to the restaurants and businesses along North Avenue.

Thank you!

Julia Schmitt  
2450 N. 81st Street  
Wauwatosa  
414-774-3307

Attachment: 04-29-14 Emails from Julia Schmitt, 2450 N. 81st Street, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

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**From:** Julia Schmitt <juliaschmitt0427@gmail.com>  
**Sent:** Tuesday, April 29, 2014 8:37 AM  
**To:** Jeffrey Roznowski  
**Cc:** tclerk  
**Subject:** Bike Lanes on North Avenue!

Hi Jeff,

Please don't let the city remove the new proposed bike lanes in East Tosa!

So many people have worked so hard to revitalize East Tosa and bike lanes will only increase patronage to the restaurants and businesses along North Avenue.

Thank you!

Julia Schmitt  
2450 N. 81st Street  
Wauwatosa  
414-774-3307

Attachment: 04-29-14 Emails from Julia Schmitt, 2450 N. 81st Street, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

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**From:** Julia Schmitt <juliaschmitt0427@gmail.com>  
**Sent:** Tuesday, April 29, 2014 2:53 PM  
**To:** Byrne Allison  
**Cc:** tclerk  
**Subject:** Bike Lanes on North Avenue

Hi Allison,  
I've already contacted the alderpersons who represent East Tosa, but since you are my alderperson I wanted to contact you as well. Please don't let the city remove the new proposed bike lanes in East Tosa!  
So many people have worked so hard to revitalize East Tosa and bike lanes will only increase patronage to the restaurants and businesses along North Avenue.  
Thank you!

Julia Schmitt  
2450 N. 81st Street  
Wauwatosa  
414-774-3307

Attachment: 04-29-14 Emails from Julia Schmitt, 2450 N. 81st Street, supporting retention of bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

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**From:** David Hofmann <dhofmann@wi.rr.com>  
**Sent:** Tuesday, April 29, 2014 9:20 AM  
**To:** Joel Tilleson  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes

Alderman Tilleson,

I understand the Engineering Staff is requesting the removal of painted bike lanes and bike boxes for North Avenue in the plan recently approved by the City of Wauwatosa Council. I'm asking you to maintain these design elements when they come up for a vote later today.

For those of us cyclists on the west side of Wauwatosa, North Ave. between 76th and 60th is both a destination and natural cross town route. The addition of painted bike lanes and bike boxes will make it safer and more inviting.

The plan that included these elements was unanimously approved by the Council. I urge you to continue to support them.

Thank you,

David Hofmann

1269 N. 123rd Street  
Wauwatosa WI 53226-3125  
414 530-4790

Attachment: 04-29-14 Emails from David Hofmann, 1269 N. 123rd Street, supporting retention of green bike lanes and bike boxes in the North

**Laura Marquardt**

---

**From:** David Hofmann <dhofmann@wi.rr.com>  
**Sent:** Tuesday, April 29, 2014 9:20 AM  
**To:** Matthew J. Stippich  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes

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Attachment: 04-29-14 Emails from David Hofmann, 1269 N. 123rd Street, supporting retention of green bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** David Hofmann <dhofmann@wi.rr.com>  
**Sent:** Tuesday, April 29, 2014 9:20 AM  
**To:** Bobby Pantuso  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes

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Wauwatosa WI 53226-3125  
414 530-4790

Attachment: 04-29-14 Emails from David Hofmann, 1269 N. 123rd Street, supporting retention of green bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** David Hofmann <dhofmann@wi.rr.com>  
**Sent:** Tuesday, April 29, 2014 9:20 AM  
**To:** James Moldenhauer  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes

Alderman Moldenhauer,

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David Hofmann

1269 N. 123rd Street  
Wauwatosa WI 53226-3125  
414 530-4790

Attachment: 04-29-14 Emails from David Hofmann, 1269 N. 123rd Street, supporting retention of green bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** David Hofmann <dhofmann@wi.rr.com>  
**Sent:** Tuesday, April 29, 2014 9:20 AM  
**To:** Jeffrey Roznowski  
**Cc:** tclerk  
**Subject:** North Avenue Bike Lanes

Alderman Roznowski,

I understand the Engineering Staff is requesting the removal of painted bike lanes and bike boxes for North Avenue in the plan recently approved by the City of Wauwatosa Council. I'm asking you to maintain these design elements when they come up for a vote later today.

For those of us cyclists on the west side of Wauwatosa, North Ave. between 76th and 60th is both a destination and natural cross town route. The addition of painted bike lanes and bike boxes will make it safer and more inviting.

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1269 N. 123rd Street  
Wauwatosa WI 53226-3125  
414 530-4790

Attachment: 04-29-14 Emails from David Hofmann, 1269 N. 123rd Street, supporting retention of green bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** Matt Luger <matt\_luger@bradycorp.com>  
**Sent:** Tuesday, April 29, 2014 9:28 AM  
**To:** Jeffrey Roznowski  
**Cc:** tclerk  
**Subject:** Let's keep the Green bike lanes & boxes on the North Ave plan

Hi Jeff

Just wanted to drop you a quick message urging you to continue to support keeping the green bike lanes and bike boxes IN the North Avenue reconstruction plan as per the traffic design element originally approved by the full council. I often cycle on and around North avenue--normally 5 times a week. This is certainly the right call for safety reasons given the often chaotic traffic volume and conditions found on North Ave in this district. But in my view by making this business district more cyclist friendly it will also contribute to making the area more community friendly overall.

Best for safety. Best for Tosa. Please stay the course, and I appreciate your support of this issue.

Matt Luger  
781 Eagle St  
Wauwatosa WI 53213  
ph: 414-438-7032

Attachment: 04-29-14 Email from Matt Luger, 781 Eagle Street, supporting retention of green bike lanes and bike boxes in the North Avenue

**Laura Marquardt**

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**From:** Nick Maglio <njmaglio@outlook.com>  
**Sent:** Tuesday, April 29, 2014 9:53 AM  
**To:** Jeffrey Roznowski; Bobby Pantuso; Matthew J. Stippich; Joel Tilleson; James Moldenhauer  
**Cc:** tclerk  
**Subject:** North Avenue Improvement Plan - Please include the bike lanes and bike box

Good Morning,

I have been made aware that Engineering Staff is requesting to remove the painted bike lanes and bike box from the North Ave improvement project. As a resident with a young family who is a supporter of the benefits of bicycle-friendly initiatives, I believe the original plan with these elements is of the most long-term benefit to the community. Please move forward with the design already unanimously approved by the full Council that includes said elements.

Thanks,  
Nick Maglio  
7439 Harwood Ave #313  
Wautatosa, WI 53213

In the process of purchasing:  
2651 N 66th St  
Wauwatosa, WI 53213

Attachment: 04-29-14 Email from Nick Maglio, 7439 Harwood Avenue #313, supporting retention of green bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** Paige Haydin <p.hay2568@gmail.com>  
**Sent:** Tuesday, April 29, 2014 9:56 AM  
**To:** Bobby Pantuso  
**Cc:** tclerk  
**Subject:** North Ave bike lanes

Alderman Pantuso,  
I am writing to request you vote to keep the bike lanes in the plan for North Avenue tonight.  
Paige Haydin

Attachment: 04-29-14 Emails from Paige Haydin supporting retention of bike lanes and bike boxes in the North Avenue improvement project

**Laura Marquardt**

---

**From:** Paige Haydin <p.hay2568@gmail.com>  
**Sent:** Tuesday, April 29, 2014 9:58 AM  
**To:** Matthew J. Stippich  
**Cc:** tclerk  
**Subject:** North Ave bike lanes

> Alderman Stippich,,  
> I am writing to request you vote to keep the bike lanes in the plan for North Avenue tonight.  
> Paige Haydin

Attachment: 04-29-14 Emails from Paige Haydin supporting retention of bike lanes and bike boxes in the North Avenue improvement project

**Laura Marquardt**

---

**From:** Paige Haydin <p.hay2568@gmail.com>  
**Sent:** Tuesday, April 29, 2014 10:00 AM  
**To:** James Moldenhauer  
**Cc:** tclerk  
**Subject:** North Ave. bike lanes

Alderman Moldenhauer,  
I am writing to request you vote to keep the bike lanes in the plan for North Avenue [tonight](#).  
Paige Haydin

Attachment: 04-29-14 Emails from Paige Haydin supporting retention of bike lanes and bike boxes in the North Avenue improvement project

**Laura Marquardt**

---

**From:** Paige Haydin <p.hay2568@gmail.com>  
**Sent:** Tuesday, April 29, 2014 10:01 AM  
**To:** Joel Tilleson  
**Cc:** tclerk  
**Subject:** North Ave bike lanes

Alderman Tilleson,  
I am writing to request you vote to keep the bike lanes in the plan for North Avenue [tonight](#).  
Paige Haydin

Attachment: 04-29-14 Emails from Paige Haydin supporting retention of bike lanes and bike boxes in the North Avenue improvement project

**Laura Marquardt**

---

**From:** Renee Barthel <bllcip@gmail.com>  
**Sent:** Tuesday, April 29, 2014 10:40 AM  
**To:** James Moldenhauer  
**Cc:** tclerk  
**Subject:** cycling in tosa

Dear Alderman Moldenhauer:

1) I am a Tosa resident in your district. My family and I are avid bicyclists and walkers--we try to walk and bike more than drive as much as possible and plan our activities to support this. I received an email from the Wisconsin Bike Federation that there are some cost cutting measures being discussed to eliminate bike friendly proposals for North Avenue. I am writing to request you advocate keeping such measures in place. While we love the bike-friendliness and walkability of Tosa, we need to constantly reevaluate how safe our city is. In reality, we (as bikers and walkers) are only as safe as the "least safe and most distracted" driver. So the more measures we have in place, especially on a busy street like North Avenue, the more likely such drivers will slow down and pay attention to bikers and pedestrians. The more we raise the safety bar in our neighborhoods, the more we will keep our children safe. Also, as our children grow up biking and walking, they will learn to get around safely and healthily and become safer drivers. Please advocate such safety measures.

2) PLEASE also advocate additional safety measures on 68th and Milwaukee Avenue. This is very congested and dangerous corner for walkers, such as ourselves, to cross. I have 7 years of experience crossing this street and it's never changed. Just to point out, there is no crossing guard posted on the West corner of 68th just north of the hardware store. Even if a crossing guard couldn't be added, can't we implement other measures to make that intersection safer? Drivers turning N onto 68th, don't like to yield to walkers or instead they wait until there almost upon us before slowing down-- seldom do they actually stop for walkers. I cannot convey how concerning it is to see a car driving toward us as my children and I are still in the road. Cars driving S on 68th are often blocking the crosswalk due to "blind-spot bushes" on the NW corner. As I see other areas of Tosa become safer, I would like to see this area made safer also. So what would it take to get more stop signs on Milwaukee Avenue where it intersects Mountain Avenue and 68th street? Please advise.

Thanks,  
 Renée Barthel  
 1811 Mountain Ave

Attachment: 04-29-14 Emails from Renee Barthel, 1811 Mountain Avenue, urging additional pedestrian safety measures in Wauwatosa and

## Laura Marquardt

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**From:** Renee Barthel <bllcip@gmail.com>  
**Sent:** Tuesday, April 29, 2014 10:40 AM  
**To:** Matthew J. Stippich  
**Cc:** tclerk  
**Subject:** cycling in tosa

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Thanks,  
 Renée Barthel  
 1811 Mountain Ave

## Laura Marquardt

---

**From:** Renee Barthel <bllcip@gmail.com>  
**Sent:** Tuesday, April 29, 2014 10:57 AM  
**To:** Bobby Pantuso  
**Cc:** tclerk  
**Subject:** cycling in Tosa

Dear Alderman Pantuso:

My family and I are avid bicyclists and walkers--we walk and bike more than drive and plan our activities to support this. I received an email from the Wisconsin Bike Federation that there are some cost cutting measures being discussed to eliminate bike friendly proposals for North Avenue. I am writing to request you advocate keeping such measures in place.

While we love the bike-friendliness and walkability of Tosa, we need to constantly reevaluate how safe our city is. In reality, we (as bikers and walkers) are only as safe as the "least safe and most distracted" driver. So the more measures we have in place, especially on a busy street like North Avenue, the more likely such drivers will slow down and pay attention to bikers and pedestrians. If we eliminate the chicanes on North Ave, cars will drive faster making it more dangerous for walkers and bikers unless we take measures that get driver's attention back on the road and driving at safer speeds so pedestrians can still cross the street. We and others have increased our patronage of the Village businesses as a result of the crossing measures in place there. Wouldn't the same be true for North Ave businesses if North Ave was made friendlier to pedestrian and bike traffic?

The more we raise the safety bar in our neighborhoods, the more we will keep our neighborhoods safe and businesses thriving. Please advocate such safety measures.

Thanks,  
 Renée Barthel  
 1811 Mountain Ave

**Laura Marquardt**

---

**From:** Renee Barthel <bllcip@gmail.com>  
**Sent:** Tuesday, April 29, 2014 10:57 AM  
**To:** Joel Tilleson  
**Cc:** tclerk  
**Subject:** cycling in tosa

Dear Alderman Tilleson:

My family and I are avid bicyclists and walkers--we walk and bike more than drive and plan our activities to support this. I received an email from the Wisconsin Bike Federation that there are some cost cutting measures being discussed to eliminate bike friendly proposals for North Avenue. I am writing to request you advocate keeping such measures in place.

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Attachment: 04-29-14 Emails from Renee Barthel, 1811 Mountain Avenue, urging additional pedestrian safety measures in Wauwatosa and

**Laura Marquardt**

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**From:** Renee Barthel <bllcip@gmail.com>  
**Sent:** Tuesday, April 29, 2014 10:59 AM  
**To:** Jeffrey Roznowski  
**Cc:** tclerk  
**Subject:** cycling in tosa

Dear Jeff:

My family and I are avid bicyclists and walkers--we walk and bike more than drive and plan our activities to support this. I received an email from the Wisconsin Bike Federation that there are some cost cutting measures being discussed to eliminate bike friendly proposals for North Avenue. I am writing to request you advocate keeping such measures in place. We love the walkability and bikeability of Tosa and want to keep making our city safer for everyone.

Thanks,  
Renée Barthel  
1811 Mountain Ave

Attachment: 04-29-14 Emails from Renee Barthel, 1811 Mountain Avenue, urging additional pedestrian safety measures in Wauwatosa and

**Laura Marquardt**

---

**From:** Bobby Pantuso  
**Sent:** Tuesday, April 29, 2014 11:13 AM  
**To:** tclerk  
**Subject:** Fwd: Please support the bike lanes

Please include for the record

**Bobby Pantuso**  
 City of Wauwatosa  
 Alderman-District 5  
[bpantuso@wauwatosa.net](mailto:bpantuso@wauwatosa.net)  
 414-736-5700

*"In preparing for battle I have always found that plans are useless, but planning is indispensable."*

-Dwight D. Eisenhower

Begin forwarded message:

**From:** natemork <[natemork@gmail.com](mailto:natemork@gmail.com)>  
**Date:** April 28, 2014 at 10:26:14 PM CDT  
**To:** <[bpantuso@wauwatosa.net](mailto:bpantuso@wauwatosa.net)>  
**Subject:** Please support the bike lanes

As a cyclist, commuter, and resident of East tosa. (71st and garfield) I truly hope the bike lanes come to fruition.

-----  
 Nate Mork  
 414-732-1122

Attachment: 04-29-14 Email from Nate Mork supporting retention of bike lanes in the North Avenue improvement project (2123 : 14-68 North

**Laura Marquardt**

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**From:** Tracy Eccles <ecclestracy@gmail.com>  
**Sent:** Tuesday, April 29, 2014 11:20 AM  
**To:** Jeffrey Roznowski; tclerk  
**Subject:** Keep bike lanes & bike boxes in Wauwatosa plan

The City of Wauwatosa Council unanimously approved a well-engineered plan to add green bike lanes and advance bike boxes as part of the road project to improve North Ave between 60th and 76th. Now, city engineering staff are proposing that those integral elements be removed from the project for cost. I urge you to push for what was originally agreed to.

By eliminating the green lanes and bike boxes, this would remove two extremely important core elements of the plan. I believe that investment in green lanes and bike boxes will further define the growing North Avenue business strip as a unique destination and is consistent with the East Tosa Master Plan.

Wauwatosa is more and more becoming a walking and biking community, as more people are taking to their bikes than ever before. Please stay the course and stop the Engineering Staff from removing the painted bike lanes and bike box from the project. Please stick with the traffic design element that was unanimously approved by the full Council.

Thank you,

Tracy Eccles

2424 N. 81st Street

Wauwatosa, WI

414-258-8020

**Laura Marquardt**

---

**From:** Tracy Eccles <ecclestracy@gmail.com>  
**Sent:** Tuesday, April 29, 2014 11:22 AM  
**To:** Bobby Pantuso; tclerk  
**Subject:** Keep bike lanes and bike boxes in Tosa plan

The City of Wauwatosa Council unanimously approved a well-engineered plan to add green bike lanes and advance bike boxes as part of the road project to improve North Ave between 60th and 76th. Now, city engineering staff are proposing that those integral elements be removed from the project for cost. I urge you to push for what was originally agreed upon.

Eliminating the green lanes and bike boxes would remove two extremely important core elements of the plan. I believe that investment in green lanes and bike boxes will further define the growing North Avenue business strip as a unique destination and is consistent with the East Tosa Master Plan.

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2424 N. 81st Street

Wauwatosa, WI

414-258-8020

Attachment: 04-29-14 Emails from Tracy Eccles, 2424 N. 81st Street, supporting retention of green bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** Tracy Eccles <ecclestracy@gmail.com>  
**Sent:** Tuesday, April 29, 2014 11:23 AM  
**To:** Matthew J. Stippich; tclerk  
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Wauwatosa, WI

414-258-8020

**Laura Marquardt**

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Wauwatosa, WI

414-258-8020

**Laura Marquardt**

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Tracy Eccles

2424 N. 81st Street

Wauwatosa, WI

414-258-8020

**Laura Marquardt**

---

**From:** Kevin Eccles <Kevin.Eccles@WorldPay.us>  
**Sent:** Tuesday, April 29, 2014 12:40 PM  
**To:** Jeffrey Roznowski  
**Cc:** tclerk  
**Subject:** Please keep the Green Lane Plan in tact

**Importance:** Low

Dear Mr. Roznowski,

Please vote to keep the green bike lanes and advance bike boxes as part of the road project to improve North Ave between 60th and 76<sup>th</sup>.

My understanding about the original changes to road design to include the outcropping curbs was to reduce traffic speed and introduce business patronage in the East Tosa corridor. The recent success of the new businesses is a testament to the efficacy of the goal to reduce traffic speeds. That said, the current design does not allow for safe family bike trips to the businesses. I look forward to the addition of bike lanes on that corridor where I will be able to ride my bike with my family to the new restaurants and stores in the area.

However, I am very concerned of how the removal of the green lanes and advance bike boxes from the plan would negatively impact the safe riding options to those businesses. The current barrier of the curbs prevents safe bike riding to the businesses, but also prevents cars from "making" two lanes in the road. Removal of the curbs will increase drivers' temptation to use the space for driving, especially if there is no visual barrier to the space allocated for bicycles. Green lanes in this corridor will provide that visual barrier and have proven very effective in other cities.

If you look at the bike lane painted in front of Longfellow School, between North Avenue and Center Street, you will see drivers consistently using the bike lane as a driving lane. The white paint stripes, while appreciated, do not often deter drivers from driving in the bike lane. Keeping the green lane in place will help encourage safe, family trips to the local businesses.

Keeping one driving lane and one green lane for cycling will also help encourage the original goal of the street plan to reduce driving speeds in the area. The businesses don't need North Avenue to be a high speed thoroughfare.

My understanding is that the plan was approved and funds were allocated to support the plan. Please continue to support the plan as adopted.

My concern is specific to this corridor as green lanes are not needed everywhere.

Thank you!

Attachment: 04-29-14 Emails from Kevin Eccles, 2424 N. 81st Street, supporting retention of green bike lanes and bike boxes in the North

**Kevin Eccles**

T: 414 755 2251 | M: 414 335 7655  
2424 N 81<sup>st</sup> Street.

Attachment: 04-29-14 Emails from Kevin Eccles, 2424 N. 81st Street, supporting retention of green bike lanes and bike boxes in the North

**Laura Marquardt**

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Keeping one driving lane and one green lane for cycling will also help encourage the original goal of the street plan to reduce driving speeds in the area. The businesses don't need North Avenue to be a high speed thoroughfare.

My understanding is that the plan was approved and funds were allocated to support the plan. Please continue to support the plan as adopted.

My concern is specific to this corridor as green lanes are not needed everywhere.

Thank you!

**Kevin Eccles**

T: 414 755 2251 | M: 414 335 7655  
2424 N 81<sup>st</sup> Street.

---

**Kevin Eccles** Executive Client Manger, National Client Relations  
T: 414 755 2251 | M: 414 335 7655  
600 Morgan Falls Road | Atlanta, GA 30350 | [worldpay.com](http://worldpay.com)  
[Kevin.Eccles@worldpay.us](mailto:Kevin.Eccles@worldpay.us)



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Attachment: 04-29-14 Emails from Kevin Eccles, 2424 N. 81st Street, supporting retention of green bike lanes and bike boxes in the North

## Laura Marquardt

---

**From:** Kevin Eccles <Kevin.Eccles@WorldPay.us>  
**Sent:** Tuesday, April 29, 2014 12:40 PM  
**To:** Bobby Pantuso  
**Cc:** tclerk  
**Subject:** Please keep the Green Lane Plan in tact

Dear Mr. Pantuso,

Please vote to keep the green bike lanes and advance bike boxes as part of the road project to improve North Ave between 60th and 76<sup>th</sup>.

My understanding about the original changes to road design to include the outcropping curbs was to reduce traffic speed and introduce business patronage in the East Tosa corridor. The recent success of the new businesses is a testament to the efficacy of the goal to reduce traffic speeds. That said, the current design does not allow for safe family bike trips to the businesses. I look forward to the addition of bike lanes on that corridor where I will be able to ride my bike with my family to the new restaurants and stores in the area.

However, I am very concerned of how the removal of the green lanes and advance bike boxes from the plan would negatively impact the safe riding options to those businesses. The current barrier of the curbs prevents safe bike riding to the businesses, but also prevents cars from "making" two lanes in the road. Removal of the curbs will increase drivers' temptation to use the space for driving, especially if there is no visual barrier to the space allocated for bicycles. Green lanes in this corridor will provide that visual barrier and have proven very effective in other cities.

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Attachment: 04-29-14 Emails from Kevin Eccles, 2424 N. 81st Street, supporting retention of green bike lanes and bike boxes in the North

## Laura Marquardt

---

**From:** Kevin Eccles <Kevin.Eccles@WorldPay.us>  
**Sent:** Tuesday, April 29, 2014 12:41 PM  
**To:** Matthew J. Stippich  
**Cc:** tclerk  
**Subject:** Please keep the Green Lane Plan in tact

Dear Mr. Stippich,

Please vote to keep the green bike lanes and advance bike boxes as part of the road project to improve North Ave between 60th and 76<sup>th</sup>.

My understanding about the original changes to road design to include the outcropping curbs was to reduce traffic speed and introduce business patronage in the East Tosa corridor. The recent success of the new businesses is a testament to the efficacy of the goal to reduce traffic speeds. That said, the current design does not allow for safe family bike trips to the businesses. I look forward to the addition of bike lanes on that corridor where I will be able to ride my bike with my family to the new restaurants and stores in the area.

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Thank you!

**Kevin Eccles**

Attachment: 04-29-14 Emails from Kevin Eccles, 2424 N. 81st Street, supporting retention of green bike lanes and bike boxes in the North

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Attachment: 04-29-14 Emails from Kevin Eccles, 2424 N. 81st Street, supporting retention of green bike lanes and bike boxes in the North

**Laura Marquardt**

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**From:** phillipfischer@gmail.com  
**Sent:** Tuesday, April 29, 2014 1:03 PM  
**To:** Jeffrey Roznowski; Bobby Pantuso; Matthew J. Stippich; Joel Tilleson; James Moldenhauer  
**Cc:** tclerk  
**Subject:** East Wauwatosa North Ave: Bike Lanes and Bike Boxes Support

Dear Sirs,

I am under the understanding that there is a proposal from the City of Wauwatosa engineering staff to remove painted bike lanes (Green Lanes) and bike boxes from a plan to improve North Avenue between 60th and 76th St. I ask you to please maintain the traffic design elements as they were in the plan that was unanimously approved by the full Council in the past.

For 5 years I lived just 2 blocks south of North Avenue at 70th street, and now I live only a few blocks further away. I use my bicycle for everyday uses (shopping, utility and commuting), and can attest to the difference that bike lanes and bike boxes would make for that growing business strip along North Avenue. The communities surrounding that area are well connected and vibrant, but North Avenue currently divides them, making a no-person's land that's discouraging for any road user except cars passing through. Bike lanes and bike boxes are an excellent way to encourage multiple types of road users to travel safely. National studies and reports have shown that in general, as bicycle-friendly facilities increase, so does use of them - much as is the case with roads and cars. These elements would help attract cyclists to North Avenue business rather than repelling them as currently happens.

I appreciate you taking the time to read my email, and your consideration of my opinion on the matter. I hope you will all support the original engineering plan that was unanimously approved.

Sincerely,  
Phillip Fischer

Attachment: 04-29-14 Email from Phillip Fischer supporting retention of green bike lanes and bike boxes in the North Avenue improvement

**Laura Marquardt**

---

**From:** Dave Schlabowske <dave.schlabowske@wisconsinbikefed.org>  
**Sent:** Tuesday, April 29, 2014 3:17 PM  
**To:** Bobby Pantuso  
**Cc:** tclerk  
**Subject:** Letter of support for green bike lanes on North Ave.  
**Attachments:** Tosa letter.docx

Chairman Pantuso,

I have attached a letter of support for the green bike lanes from Dave Cieslewicz, the Executive Director of the Wisconsin Bike Fed.

I will also be in attendance at the meeting tonight, both as a Bike Fed representative, but also as a neighbor who spends a significant portion of his free time and disposable income at the businesses along North Avenue in East Wauwatosa.

Thanks for your diligence on this catalytic project.

Dave Schlabowske  
Deputy Director  
Wisconsin Bike Fed  
414-431-1798 (desk)  
414-736-2209 (mobile)

3618 W. Pierce St.  
Milwaukee, WI 53215

Attachment: 04-29-14 Email from Dave Schlabowske, Wisconsin Bike Fed, 3618 W. Pierce Street, Milwaukee, supporting retention of green bike



**WISCONSIN  
BIKE FED**

March 29, 2014

Chairman Pantuso,

I am writing to urge the Wauwatosa Community Development Committee to support the original traffic plan as it was unanimously approved, including the green bike lanes and bike boxes for Contract 14-8 North Avenue Resurfacing and Utility Repair.

We at the Bike Fed feel very strongly that by including the green bike lanes and bike boxes as part of the on North Ave. project, Wauwatosa can dramatically enhance the unique destination location value of this vital business district. These green lanes will not only make bicycling better, they will encourage additional investment in North Avenue while simultaneously raising neighborhood home values.

Green bike lanes are relatively new to Wisconsin. When I was Mayor of Madison we added them in a few locations, but your proposed implementation through the business district would be trend setting in our state. These federally approved facilities have been proven in to be more effective than traditional bike lanes at encouraging people to ride while improving safety for people walking and driving as well. By being the first community in Wisconsin to use green lanes this extensively, your business district will set itself apart as one of the most bicycle and pedestrian friendly in the state, encouraging healthy travel patterns for area residents and attracting more visitors from around the metro area.

Sincerely,

Dave Cieslewicz  
Executive Director  
Wisconsin Bike Fed  
409 E Main Street  
Madison, Wisconsin 53703

**Laura Marquardt**

---

**From:** Duffey, Michael <michael.duffey@marquette.edu>  
**Sent:** Tuesday, April 29, 2014 3:44 PM  
**To:** tclerk  
**Subject:** bike lines

Here is the letter sent to my alderman earlier today. Thanks.

Dear Bobby,

We hope the plan as passed by the Council will remain intact. We need all the help we can get biking on North Ave. and this will optimize the safety.

Michael Duffey  
2573 N. 71st St.

Attachment: 04-29-14 Email from Michael Duffey, 2573 N. 71st Street, urging implementation of the North Avenue improvement project plan as

## Laura Marquardt

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**From:** Joel Tilleson  
**Sent:** Tuesday, April 29, 2014 5:09 PM  
**To:** Carla Ledesma; Laura Marquardt  
**Subject:** FW: Please Keep the concrete Island, Green Bike Lanes and Bike Boxes in the 68th & North final plan

Please add to the record, thanks

Joel

Ald. Joel Tilleson  
 City of Wauwatosa - 5th District  
 7915 W. Clarke St.  
 Wauwatosa, WI 53213  
 (414) 316-2123 land  
 (262) 744-0701 cell

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**From:** Luke Perry [lperry14@wi.rr.com]  
**Sent:** Tuesday, April 29, 2014 5:06 PM  
**To:** James Moldenhauer; Matthew J. Stippich; Kathleen Causier; John Dubinski; Gregory Walz-Chojnacki; Tim Hanson; Michael Walsh; Dennis McBride; Bobby Pantuso; Joel Tilleson; Allison Byrne; Jeffrey Roznowski; Cheryl Berdan; Jason Kofroth; Craig Wilson; Jason Wilke  
**Cc:** James Archambo; Paulette Enders; tiffany.hulberg@gmail.com  
**Subject:** Please Keep the concrete Island, Green Bike Lanes and Bike Boxes in the 68th & North final plan

Dear Alders,

Thank you for your service to our community. I am writing as a resident of East Tosa. My wife, Mary, and I have participated in discussions and planning meetings over the past years to continually improve the quality of life in our East Tosa neighborhood. Although the Common Council previously and unanimously approved the installation of a green bike box, concrete islands, green bike lanes on our avenue, we understand the public works folks believe the cost of the paint for this project is more expensive than the cost to simply stripe the lanes, and that further, DPW has asked to remove these costs from the final plan. I appreciate your attention to detail and your dedication to keeping costs in line for my family and the citizens of Wauwatosa. That said, I am writing this email to you to directly ask that you consider the fact that the plans for the green bike lanes, boxes, and islands have been vetted time and again at numerous public hearings and other events and most importantly with your full Council support (Unanimous support).

We are residents of this neighborhood and very committed our neighborhood's continued smart growth and development. The green bike lanes, boxes, and islands are a critical component of our overall plan and I ask you to stand by your previous support of these elements of the plan for our neighborhood. **Please keep the concrete islands, green bike lanes, and green bike boxes in our final North Avenue plan for East Tosa.**

Regards,

**Luke Perry**  
 414-708-9454  
<http://www.linkedin.com/pub/luke-perry/16/bab/376>

**Mary E. Perry**  
 414-699-3917

**2519 N. 68<sup>th</sup> St.**  
**Wauwatosa, WI 53213**

Attachment: 04-29-14 Email from Luke and Mary Perry, 2519 N. 68th Street, supporting retention of concrete islands, green bike lanes and bike



**Laura Marquardt**

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**From:** Mark Linser <mdlarch@gmail.com>  
**Sent:** Tuesday, April 29, 2014 5:27 PM  
**To:** Jeffrey Roznowski; Bobby Pantuso; Matthew J. Stippich; Joel Tilleson; James Moldenhauer  
**Cc:** tclerk  
**Subject:** North Ave bike lanes

Dear Aldermen,

It is my understanding that the City Engineering Staff is requesting to remove the painted bike lanes and bike boxes from the North Avenue road improvement project even though the City of Wauwatosa Council unanimously approved the plan. While I understand that everything is cost driven, as I'm sure all of you well know, North Avenue is often a very busy road and would greatly benefit from some traffic calming features that provide cyclists with a better level of comfort when riding alongside motor vehicles. I think removing these critical safety features would be very short sighted.

There has been a recent increase in interest and implementation of 'green lanes' for bicycles across the country: <http://www.peopleforbikes.org/blog/entry/transportation-secretary-welcomes-six-new-cities-at-green-lane-project-kick>

As a near 20 year resident of Wauwatosa, and an avid cyclist, I think our City needs to be a part of this movement. I will not be able to make the meeting tonight, but I urge you to continue your support of the green bike lanes and bike boxes and keep them as part of the North Ave improvement plans.

Thank you.

Mark Linser  
6842 St James St  
414.774.8012  
[mdlarch@gmail.com](mailto:mdlarch@gmail.com)

Attachment: 04-29-14 Email from Mark Linser, 6842 St. James Street, supporting retention of green bike lanes and bike boxes in the North

## Carla Ledesma

---

**From:** Kathleen Ehley  
**Sent:** Thursday, May 01, 2014 1:42 PM  
**To:** Carla Ledesma  
**Cc:** James Archambo; William Porter; William Wehrley; Paulette Enders  
**Subject:** FW: Green-Painted Bike Lanes and 68th Street

Carla,  
 Please share with the Alders and place in the file.

*Kathy Ehley*

Mayor, City of Wauwatosa  
 7725 W North Ave, 53226  
 414-479-8915

*It is amazing what you can accomplish if you do not care who gets the credit. - Harry S Truman*

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**From:** Cielinski, Paul [mailto:Paul.Cielinski@ctca-hope.com]  
**Sent:** Thursday, May 01, 2014 12:55 PM  
**To:** Kathleen Ehley  
**Subject:** Green-Painted Bike Lanes and 68th Street

Hello Mayor Kathleen Ehley,

I am a local Wauwatosa resident with two concerns. I apologize for the length of this email. I tried to be brief.

- 1) Regarding this story/ project: **Wauwatosa could be first community in state to use green-painted bike lanes:**  
<http://www.wauwatosanow.com/news/wauwatosa-could-be-first-community-in-state-to-use-green-painted-bike-lanes-b99259256z1-257336381.html>

I have lived in Wauwatosa for most of my life. I went to Washington Elementary, Longfellow and Tosa East. I just recently purchased a home on Cedar Street where my wife and I are starting our own family.

I could not be more staunchly opposed to the \$1.6M dollars being proposed for this project. I say that being a **huge** bicycle enthusiast. In fact I lived in Wauwatosa for nearly 5 years as an adult without a vehicle. I bicycled and took the bus all around our city and Milwaukee.

All bicyclist know North Avenue is just a terrible road to bicycle on. Smart bicyclists use Garfield, Lloyd or any other non-busy street that runs East-West to get where they need to go. I myself use these roads instead of Milwaukee Ave. or North Ave. then cut over on whatever street needed to get to Rocket Baby or Johnson's Bike or whatever business/ location I am heading to.

Spending 1.6 million dollars to try and "make bicycling happen" on North Avenue is not only fiscally irresponsible but ignorant. City busses, speeders and other traffic coming from/ going to Milwaukee will continue to be an issue. These people are not going to slow down because we get rid of the turn only lanes and put down green bike paths. You'll need more than that. You're better off painting the green bike lanes on Garfield, Lloyd, 68<sup>th</sup> and 70<sup>th</sup> streets. That's where most bicyclists ride their bikes to cross town.

Attachment: 05-01-14 email from Paul Cielinski, 6904 Cedar Street, opposing parts of North Ave. project, and voicing safety concerns near his

How many bicyclists are going to start using North Avenue because the tax payers of Tosa decided to stick nearly 2 million dollars into green painted bike lanes? How much is it going to cost to have to repaint these lanes every year after the snow plows strip off the paint? Also, didn't we just not long ago invest in the turn only lanes and extended curbs for pedestrians? Ripping all of that out would seem to be a poor use of tax payer funds (low ROI/ short-run lifetime of usefulness).

I predict that these bike lanes are going to result in more accidents and injuries (vehicle on vehicle and vehicle on bicycle). North Avenue is a major vein/ corridor connecting the East side to the West. Motorists just got used to bobbing and weaving around the turn only lanes and bikers are just going to continue using Garfield and Lloyd/ other safer streets. I know I and my wife/ our future children will. Who in their right mind will go bike on North? Maybe people trying to make a point/ to show they are also "owners of this road"? Why fight that fight when there are perfectly safe and lesser trafficked roads a block away? Are bicyclists complaining they have to slow down/ stop at the stop signs on Lloyd and Garfield. etc.? I can't see that being the issue. I have a funny feeling local businesses may be behind this? I know the owners of some of these new establishments. They are looking for a solution to the speeding cars, correct?

This seems like the city trying to invest in North Ave when it is in vogue. Where was this proposal 5 or 10 years ago when this could have helped to accelerate investment in this section of Tosa? These business owners aren't going anywhere and new businesses will continue to pop up in this section of town. Also, Tosa residents will continue to flock to this section of town without any new investment of public funds in green bike paths and bike boxes.

It seems a better use of these funds would be to help finance some kind of 2 story parking structure at the city lot on the corner of North and 69<sup>th</sup>. Or why not fix the potholes we are all being forced to deal with/ negotiate/ avoid as we drive through and around town (whether on bikes or in a car)? The huge pothole outside Maxie's on 68<sup>th</sup> that you literally have to drive over into the parking lane to avoid (or slow to a crawl to drive over) comes to mind.

All of that being said, I would be in favor of doing at the corners of North and 64<sup>th</sup>, North and 72<sup>nd</sup> and North and 73<sup>rd</sup> what the city has done at the corner of 90<sup>th</sup> and North or what the city has done in the Village at the intersection of State and Harwood Avenue (across from Café Hollander and Bartolotta's). This idea also allows the turn only lanes to stay and allows us to continue leveraging the investment we made in the bump-out curbs for pedestrians.

The flashing lights/ crosswalk that can be illuminated by pedestrians at 90<sup>th</sup> and North has been long overdue along North Avenue at various spots if you ask me. If the traffic consultants are telling you 64<sup>th</sup>, 72<sup>nd</sup> and 73<sup>rd</sup> are the ideal spots I will give them that but you may want to consider instead/ in addition:

- Lefeber and North (North Ave. Grille, Snap Fitness, etc.)
- 70<sup>th</sup> and North (Walters, etc.)
- 69<sup>th</sup> and North (Rocket Baby, Cranky's)
- 66<sup>th</sup> and North (Camp Bar and other business that will soon go up)

I would far favor and could see the flashing lights/ crosswalk that can be illuminated by pedestrians yielding better results (safer environment, slower cars, more pedestrian traffic) than the red painted crosswalks also being proposed in this project.

The city should be less worried about getting bicyclists to/ through North Avenue and more concerned about the pedestrians that are there (no matter how they arrived).

- 2) My last note is actually regarding my new neighborhood. I say "new" loosely. I lived on Cedar for a few years as a child, but as I mentioned, I recently purchased a home on Cedar (between 68<sup>th</sup> and 70<sup>th</sup>).

It will only be a matter of time before a child is struck by a speeding car/ motorcycle at the corner of Cedar and 68<sup>th</sup> Street or mid block, between Cedar and Wells on 68<sup>th</sup>.

#### **Cedar and 68<sup>th</sup>:**

- This is a major thoroughfare connecting the Jefferson/ Cedar Street Neighborhood to Jacobus Park.
- We always cross here to get to the Cedar Street Jacobus Park entrance and often have small children with us
- Motorists pass the school zone (one block to the North of Cedar), heading South on 68<sup>th</sup> and always speed up to make the light at Wells.
- Motorists coming the other direction (passing the businesses after crossing the intersection at Wells and 68<sup>th</sup> heading North) always speed up because it naturally feels less congested after they pass Balistreri's and Simmas, etc.
- This is not only treacherous to cross when walking but it makes turning your vehicle onto 68<sup>th</sup> street, heading North from Cedar Street, extremely dangerous
  - o This is dangerous because of the speed of the traffic heading South on 68<sup>th</sup> (mentioned above) and because cars parked illegally (or even parked legally on the West side of 68<sup>th</sup>) inhibit your view of traffic coming from the South on 68<sup>th</sup>.
  - o I encourage you to cross here as a pedestrian some weekend or evening then to try the same in your vehicle.
- This intersection needs the same pedestrian triggered lights (90<sup>th</sup> and North) or a pedestrian crossing like the one in the Village at State and Harwood.

#### **Mid block, between Cedar and Wells on 68<sup>th</sup>:**

- This is a terrific little neighborhood/ section of Wauwatosa. Balistreri's, Confections and Simmas have been and will continue to be mainstays.
- With the addition of Collectivo more and more people are coming to this section of town.
- That said, there should be a pedestrian crossing, mid block, between Cedar and Wells on 68<sup>th</sup>. It should be more or less directly in front of Simmas and Balistreri's. See the same idea on the EastSide of Milwaukee connecting The Pancake House to Café Hollander, mid block on Downer Ave. as an example.
- People are regularly crossing 68<sup>th</sup> street in this location of Wauwatosa. I can't tell you how many texting and otherwise inattentive or speeding drivers do not slow down.
- While I realize these pedestrians are technically jaywalking, it is only because they are missing a pedestrian crossing. No one ever walks down to the corner of 68<sup>th</sup> and Wells to cross 68<sup>th</sup> (albeit a minor inconvenience) and I do not believe they will walk down to Cedar and 68<sup>th</sup> (if you put the crossing I am requesting (above) there).
- I say this knowing full well that these local businesses will/ may complain. They will have to give up at least two parking spots on 68<sup>th</sup> to make way for a pedestrian crossing... I see that as a small price to pay to ensure traffic slows down and my wife/ future children/ neighbors or anyone else visiting this part of town are not injured by a vehicle.

Thank you in advance for your attention to these matters and thank you in advance for your prompt response Mayor Ehley. If there are any upcoming hearings on the North Avenue matter I would love to attend. If there is a separate channel I need to engage regarding my "**Cedar and 68<sup>th</sup>**" and "**Mid block, between Cedar and Wells on 68<sup>th</sup>**" concerns please just let me know. If I can help the City of Wauwatosa in anyway please let me know. I have a diverse professional background and would enjoy giving back to my community.

My best and thank you for all that you do!

Paul

Mr. & Mrs. Paul Cielinski

6904 Cedar Street  
Wauwatosa, WI 53213

Cell: 490-686-7295



**Paul Cielinski, EMBA, MCP**

IS- Enterprise Architect

Cancer Treatment Centers of America®

1336 Basswood Rd., Schaumburg, IL 60173

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E: [paul.cielinski@ctca-hope.com](mailto:paul.cielinski@ctca-hope.com) W: [cancercenter.com](http://cancercenter.com)

Hospitals in Atlanta, Chicago, Philadelphia, Phoenix and Tulsa

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Attachment: 05-01-14 email from Paul Cielinski, 6904 Cedar Street, opposing parts of North Ave. project, and voicing safety concerns near his

## Laura Marquardt

---

**From:** Joel Tilleson  
**Sent:** Friday, May 02, 2014 8:55 AM  
**To:** Carla Ledesma; Laura Marquardt  
**Cc:** James Archambo; Kathleen Ehley  
**Subject:** FW: Bike Boxes / North Avenue

Carla/Laura, please add to the record, thanks

Joel

Ald. Joel Tilleson  
 City of Wauwatosa - 5th District  
 7915 W. Clarke St.  
 Wauwatosa, WI 53213  
 (414) 316-2123 land  
 (262) 744-0701 cell

---

**From:** Kristyn St. Denis [kstdenis@gmail.com]  
**Sent:** Friday, May 02, 2014 8:46 AM  
**To:** James Moldenhauer; Matthew J. Stippich; Kathleen Causier; John Dubinski; Gregory Walz-Chojnacki; Tim Hanson; Michael Walsh; Dennis McBride; Bobby Pantuso; Joel Tilleson; Allison Byrne; Jeffrey Roznowski; Cheryl Berdan; Jason Kofroth; Craig Wilson; Jason Wilke  
**Cc:** Scott Johnson; Leslie Montemurro  
**Subject:** Bike Boxes / North Avenue

Dear Common Council members,

As new members of the East North Avenue business area, we strongly support keeping the bicycle lanes and "bike boxes" in the final plans for the rejuvenation project on North Avenue. We are aware that the council is being asked to drop the bike boxes from the plan and feel strongly they should remain for a number of reasons.

A bicycle-friendly North Avenue will act as a traffic calming measure and will ease parking needs— in addition to providing a major amenity to neighborhood residents and business owners. Not only will bicycle commuting become safer, these boxes will encourage casual cyclists and their families to use their bikes when exploring the neighborhood (and visiting local businesses). We believe the popularity of year-round cycling created by the safety and comfort provided by these boxes will increase and will immediately help soften the perception that there is a parking "problem" on North Avenue. This plan will definitely help attract new residents and businesses to the area.

We are relieved to hear the council approved keeping the boxes earlier this week in a unanimous vote and hope that people will quickly see the wisdom in providing this aesthetically pleasing amenity. It will help East Tosa set itself apart from other business districts in the area and may prove to be a great model for furthering non-vehicular development in southeastern Wisconsin.

Sincerely,  
 Kristyn St Denis  
 Scott Johnson  
 Leslie Montemurro

BelAir Cantina Tosa

Attachment: 05-02-14 Email from Kristyn St Denis, Scott Johnson, and Leslie Montemurro, Belair Cantina Tosa, supporting retention of bike

6817 West North Avenue  
Wauwatosa, WI 53213

Attachment: 05-02-14 Email from Kristyn St Denis, Scott Johnson, and Leslie Montemurro, Belair Cantina Tosa, supporting retention of bike

CITY OF WAUWATOSA  
Resolution

By:

---

WHEREAS, the Board of Public Works of the City of Wauwatosa reports that pursuant to the official notice, published as required by law, for proposals for furnishing material, equipment and labor necessary for resurfacing and utility repair of North Avenue from 60<sup>th</sup> Street to Wauwatosa Avenue and work incidental thereto under Contract 14-68 North Avenue Resurfacing and Utility Repair in the Fifth Aldermanic District of said City; and

WHEREAS, bids and proposals were received at the office of the City Clerk until 11:01 o'clock in the fore noon Thursday April 10, 2014 and therefore publicly opened; and

WHEREAS, that said bids and proposals are returned herewith, the bids received are as follows:

Stark Asphalt, Division of Northwest Asphalt Products, Inc.	\$1,213,664.75
Payne & Dolan, Inc.	\$1,435,133.94

WHEREAS, the lowest bid received is Stark Asphalt, Division of Northwest Asphalt Products, Inc. at \$1,213,664.75; and

WHEREAS, the Board of Public Works recommends that the proper City Officials be authorized to enter into a contract for doing said work of improvement;

NOW, THEREFORE BE IT RESOLVED, by the Common Council of the City of Wauwatosa, that the proper City Officials be and they are hereby authorized and directed to enter into a contract with Stark Asphalt, Division of Northwest Asphalt Products, Inc. for the work of North Avenue Resurfacing and Utility Repair and work incidental thereto under Contract 14-68 at and for their bid price of \$1,213,664.75 This being the lowest and best bid.

BE IT FURTHER RESOLVED that the surety deposits, if any, be returned to the unsuccessful bidders.

Passed and Dated \_\_\_\_\_

\_\_\_\_\_

Secretary

Approved \_\_\_\_\_

\_\_\_\_\_

President



CITY OF WAUWATOSA  
7725 WEST NORTH AVENUE  
WAUWATOSA, WI 53213  
Telephone: (414) 479-8927  
Fax: (414) 471-8492

MEMO

DATE: May 1, 2014  
TO: Board of Public Works  
FROM: William C. Porter Jr. Director of Public Works  
RE: Award of Contract 14-68- North Ave Resurfacing and Utility Repairs.

**Issue:** Should the Board of Public Works award a contract to the low bid contractor, Stark Asphalt for the resurfacing, utility repairs and associated traffic signal replacement, and pavements markings associated with this project?

**Background and Discussion:** Attached to this report as Appendix A is a copy of a memo that was prepared for the Community Development Committee at their April 29, 2014 meeting.

The memo described the extensive process that began with the adoption of the East Tosa/North Avenue plan in 2011, followed by retaining Ayres and Associates to conduct technical reviews of the design concepts in the plan. Ultimately extensive Committee comments and public input of the preliminary plans were completed.

Based on the public and Committee comments, a set of bid documents were prepared. These documents included a base bid with six alternates to allow for competitive pricing on the options the Committee wished to consider.

Bids were opened on April 10, 2014. Two bids were received. The low bid was submitted by Stark Asphalt, with a base bid of \$1,213,664.75. Their price including all the alternates was \$1,594,891.25.

After extensive discussion and public comment, the Community Development Committee voted unanimously to award the base bid contract, and all six alternate bid amounts to Stark Asphalt.

**Fiscal Impact:** The contract will be funded out of CIP # 9001; Tosa East Town Improvements-North Avenue Plan and the appropriate storm sewer and sanitary sewer utility accounts. As of April 29, 2013, CIP # 9001 had a balance of \$1,943,783. Awarding a contract for the base bid plus the six alternates will draw down this account by \$1,326,248, leaving a remaining balance of \$617,535.

The storm sewer utility will be charged \$211,869.50, and the sanitary sewer utility will be charged \$46,770.90.

Therefore the total contract will be in the amount of \$1,594,891.25.

**Recommendation:** Staff recommends that the Board of Public Works award Contract 14-68 North Avenue Resurfacing and Utility Repair to Stark Asphalt of \$1,594,891.25.

attachments

cc: James Archanbo, City Administrator  
Bill Wehrley, City Engineer  
Phil Pyne, Senior Civil Engineer

# Appendix A

CITY OF WAUWATOSA  
MEMO

To: **Community Development Committee**

From: **William Porter**

Date: **April 25, 2014**

Subject: **Memo from the Director of Public Works concerning construction bids and alternate pricing for Contract 14-68 North Avenue Resurfacing and Utility Repair**

**A. Issue**

The purpose of this memo is to present to the Community Development Committee the summary of costs for the six alternates that were contained in Contract 14-68 North Avenue Resurfacing and Utility Repair (Part of Capital Improvement Program (CIP) No. 9001). Each alternate is presented separately as part of the bid with a staff recommendation at the end of each section.

**B. Background/Options**

In 2011, the City adopted the Plan for the redevelopment of North Avenue. As a first step, the Council determined that they would enact the portion of the plan that called for the elimination of the unique North Avenue chicane. To that end a study was done by Ayres and Associates to take the North Avenue plan to the next level of detail, and ensure that any modifications involving traffic flow would meet the criteria set forth in the Manual on Uniform Traffic Control Devices (MUTCD).

A series of Committee workshops, and public hearings were held to refine the plan and last year a design contract was approved. Key recommendations of the plan were to install a five foot bike lane, with options to install additional green bike lane markings, green bike boxes at 68<sup>th</sup> Street and Wauwatosa Avenue, red highlighted crosswalks at specified locations, concrete median islands, and enhanced pavement markings throughout the project. The decision was to let the project with a base bid, with additive alternates to let the Council decide which, if any, enhancements they will choose.

**C. Fiscal Impact**

For the record, the base bids are as outlined below:

<b>ELEMENT</b>	<b>ENGINEER'S ESTIMATE</b>	<b>STARK ASPHALT</b>	<b>PAYNE &amp; DOLAN</b>
Paving and Sitework	\$640,720.50	\$650,041.25	\$874,762.96
Traffic Signals	\$160,932.80	\$172,712.40	\$180,616.32
Base Pavement Marking	\$114,316.64	\$122,270.70	\$105,587.32
<b>SUBTOTAL</b>	<b>\$915,969.94</b>	<b>\$945,024.35</b>	<b>\$1,160,966.60</b>

Sanitary Sewer Repair	\$190,000 (Storm & Sanitary)	\$46,770.90	\$43,267.42
Storm Sewer Repair	See Above	\$211,869.50	\$230,899.92
<b>BASE BID AMOUNT</b>	<b>\$1,105,969.94</b>	<b>\$1,213,664.75</b>	<b>\$1,435,133.94</b>

Summing the base bid amounts shows that the lowest bid of Stark Asphalt is in line with the figure previously discussed with the Traffic and Safety Committee. The budgetary cost of the North Avenue improvements as discussed in the public visioning sessions was estimated at \$989,000 which did not include any utility repairs. There are sufficient funds in CIP No. 9001, Tosa Eastown Improvements - North Avenue Plan for this work. Of the \$1,943,763 available in this CIP, drawing down this figure by \$945,024.35 (base bid less utility repair costs) leaves \$998,738.65 available for other programming. At this point other project costs programmed out of this CIP are to upgrade the 69<sup>th</sup> Street parking lot, and construction of a new lot on the parcel recently acquired by the City. A Request for Proposals (RFP) for design services will be released shortly.

The utility repair costs can be borne by their respective enterprise funds by utilizing surplus money available from other capital projects that are at, or near completion, and are under budget.

The next step is to evaluate the alternatives, see what the costs are, and make a staff recommendation to the Community Development Committee whether or not to accept these options. Since the difference in the base bid between the two bidders is over \$220,000, there is no combination of alternates that would make Payne and Dolan the lowest bidder. Each alternative is described with the engineer's estimate, the bid price, and a staff recommendation followed by comments amplifying the reasons behind the recommendation.

The following table summarized the different bid prices.

ELEMENT	ENGINEER'S ESTIMATE	STARK ASPHALT	PAYNE & DOLAN
Alt. #1, Concrete Median	\$9,600.00	\$4,800.00	\$39,839.04
Alt. #2, Green Bike Symbols	\$19,489.50	\$29,353.20	\$32,098.20
Alt. #3, Red Crosswalks	\$31,008.00	\$8,160.00	\$6,952.32
Alt. #4, Green Bike Boxes	\$10,578.75	\$18,427.50	\$19,028.10
Alt. #5, Green Bike Lanes	\$42,763.90	\$80,127.00	\$83,853.66

Alt. #6, Thermoplastic Pavement Markings	\$231,077.90	\$240,358.80	\$245,986.05
<b>SUBTOTAL</b>	<b>\$344,518.05</b>	<b>\$381,226.50</b>	<b>\$427,757.37</b>
<b>BASE BID PRICES</b>	<b>\$1,105,969.94</b>	<b>\$1,213,664.75</b>	<b>\$1,435,133.94</b>
<b>TOTAL BID PRICE WITH ALTERNATES</b>	<b>\$1,450,487.99</b>	<b>\$1,594,891.25</b>	<b>\$1,862,891.31</b>

**ALTERNATE 1: CONCRETE MEDIAN ISLANDS**

ENGINEERS ESTIMATE: \$9,600

BID PRICE: \$4,800

DESCRIPTION: These concrete islands would be installed (one on each side of the intersection) at 73<sup>rd</sup>, 72<sup>nd</sup>, and 64<sup>th</sup> Streets. Their purpose is to provide a refuge for pedestrians crossing the street in lieu of stop signs at these locations. An excerpt from the plans depicting one location is attached as Appendix A.

RECOMMENDATION: Comments have been received that if these concrete islands are installed in the middle of the road, it will not be possible to retain the North Avenue bike race. Given the popularity of the race, the benefits do not seem to outweigh the impacts. The median islands are not recommended.

**ALTERNATE 2: GREEN BIKE SYMBOLS**

ENGINEERS ESTIMATE: \$19,498.50

BID PRICE: \$29,353.20 for Premark or \$25,363.80 for Color-Safe

DESCRIPTION: The Traffic and Safety Committee spent a great deal of time looking at and discussing green bike lane markings. Of all the options for green bike lane highlights, this option is the least expensive. It will install 62 white bike lane symbols on a green background. A cut sheet depicting how they will appear is attached as Appendix B. Also included in Appendix A is an excerpt from the plans depicting the location of these marking on a representative block of North Avenue.

RECOMMENDATION: The Color-Safe markings are what is currently being used in Madison. Madison is pleased with their performance.

That being said, staff is not recommending the installation of these green symbols as the ongoing maintenance cost is a significant concern for future operating budgets.

**ALTERNATE 3: RED CROSSWALKS**

ENGINEERS ESTIMATE: \$31,008.00

BID PRICE: \$8,160.00

DESCRIPTION: Under this alternate, the pedestrian crosswalks at 64<sup>th</sup> and 72<sup>nd</sup> and North Avenue will be treated with a red asphalt sealer. The intent is to highlight these areas as a pedestrian crossing.

**RECOMMENDATION:** Staff's experience with asphalt sealers is that they wear off rather quickly. (See Appendix C) Annual maintenance to keep the crosswalk looking presentable is likely. This would become an annual obligation of the operating budget when levy limits are very tight. Staff does not recommend colored crosswalks at these locations.

#### **ALTERNATE 4: GREEN BIKE BOXES**

**ENGINEERS ESTIMATE:** \$10,578.75

**BID PRICE:** \$18,427.50 for Pre-Mark and \$17,745 for Color-Safe

**DESCRIPTION:** The bike boxes are a requested alternate that provide a sheltered area for E/W bike traffic at 68<sup>th</sup> Street and for W/B bike traffic at Wauwatosa Avenue. The bike boxes in front of the through lanes will be solid green and the far right hand portion of the bike box will have the dashed pattern. (See Appendix D)

**RECOMMENDATION:** As is the recommendation with the symbols, staff is concerned that the green area will require ongoing maintenance. Given the City's Operating Budget limitations, staff does not recommend use of the bike boxes as part of this project.

#### **ALTERNATE 5: GREEN BIKE LANES**

**ENGINEERS ESTIMATE:** \$42,113.90 Pre-Mark or \$27,820.40 Color-Safe

**BID PRICE:** \$80,127.00 Pre-Mark or \$72,519.40 Color-Safe

**DESCRIPTION:** The bike lanes as bid will be a solid green marking between the white crosswalk markings.

An option is also for the markings to be dashed as shown on the cut sheet in Appendix E. This would reduce the cost of the markings but serve to "get the point across" that the street is to be shared with cyclists. Those costs are estimated to be reduced from the options listed above. The Pre-mark cost is \$43,655. The Color-Safe Cost is \$41,107.

**RECOMMENDATION:** While these dashed green costs are more in line with the engineers estimate, they still represent substantial increased installation costs, and will require future operating expenditures for maintenance. As such, I do not recommend that the Community Development committee accept these alternate bids.

#### **ALTERNATE 6: THERMOPLASTIC PAVEMENT MARKINGS**

**ENGINEERS ESTIMATE:** \$245,986.05

**BID PRICE:** \$231,077.90

**DESCRIPTION:** In this alternate the epoxy paint bid items are removed and thermoplastic markings are substituted. Thermoplastic markings are raised pre formed heat extruded plastic markings that have a great deal of visibility at night and do not need to be re-done every year. They should last 5 years or more before large scale maintenance is necessary. That maintenance is expensive, and so often municipalities just paint over them

The above referenced figure for the alternate bid price is almost three times the cost of the epoxy paint that is part of the base bid. Since both products should last 5 years or so without extensive maintenance, I cannot recommend that the City pay the extra dollars for the thermoplastic markings.

**D. Recommendation**

Based on the foregoing discussion, it is my recommendation that the Committee recommend to Council acceptance of the base bid from Stark Asphalt in the amount of \$1,213,664.75. As stated the primary reason behind the recommendations against acceptance of the alternate bids are that they would add to future operating costs at a time when there are severe restrictions on the operating budget in the foreseeable future.

cc: James Archambo, City Administrator  
Alan Kesner, City Attorney  
John Ruggini, Finance Director  
Bill Wehrley, City Engineer  
Phil Pyne, Municipal Engineer

## Appendix B

**Contract 14-68 North Avenue Resurfacing and Utility Repair**

BOARD OF PUBLIC WORKS  
 THURSDAY, APRIL 10, 2014  
 11:01 A.M. (L.S.T.)

PRESENT: Ms. Carla Ledesma, City Clerk  
 Mr. Bill Werhley, City Engineer  
 Ms. Laurie Schleimer, Purchasing Coordinator

Bids were opened and proof of publication was read to provide and furnish all labor, materials and equipment for storm sewer and sanitary sewer repair, asphalt / concrete removal and milling, asphalt / concrete paving, concrete curb and gutter replacement, traffic signals, street lighting, pavement markings and work incidental thereto in North Avenue in the City of Wauwatosa, all in accordance with the contract documents, including plans and specifications as prepared by the Engineering Services Department, Wauwatosa, Wisconsin, for the following prices:

NO.	ITEM DESCRIPTION	NO. OF UNITS ESTIMATED	UNITS	Stark Asphalt		Payne & Dolan, inc.		UNIT PRICE	TOTAL AMOUNT
				UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT		
<b>DIVISION A - PAVING AND SITEWORK</b>									
A1	Sidewalk and Paver Removal	1,450	S.Y.	\$10.00	\$14,500.00	\$9.61	\$13,934.50		
A2	Crushed Aggregate Base Course - 1-1/4"	467	Ton	\$18.00	\$8,406.00	\$18.67	\$8,718.89		
A3	Crushed Aggregate Base Course - 1-1/4", Undistributed	67	Ton	\$18.00	\$1,206.00	\$27.46	\$1,839.82		
A4	Sawing Concrete	3,505	L.F.	\$1.50	\$5,257.50	\$1.43	\$5,012.15		
A5	Sawing Asphalt	1,040	L.F.	\$1.00	\$1,040.00	\$0.99	\$1,029.60		
A6	Asphalt Milling - 1-1/2"	28,915	S.Y.	\$3.45	\$99,756.75	\$4.75	\$137,346.25		
A7	Concrete Pavement Base, 9" HES including tie bars	425	S.Y.	\$47.00	\$19,975.00	\$71.40	\$30,345.00		
A8	Concrete Pavement Base, 9" HES including tie bars, Remove and Replace	150	S.Y.	\$58.00	\$8,700.00	\$109.84	\$16,476.00		
A9	Tack Coat	1,175	Gal.	\$2.80	\$3,290.00	\$2.10	\$2,467.50		
A10	Type E-3, 9.5mm Asphalt Pavement	2,420	Ton	\$76.40	\$184,888.00	\$91.42	\$221,236.40		
A11	Type E-3, 9.5mm Asphalt Pavement Patching, Undistributed	250	Ton	\$178.00	\$44,500.00	\$165.00	\$41,250.00		
A12	31-inch Concrete Curb & Gutter Removal	1,633	L.F.	\$8.50	\$13,880.50	\$3.30	\$5,388.90		
A13	31-inch Concrete Curb & Gutter	1,508	L.F.	\$29.00	\$43,732.00	\$23.07	\$34,789.56		
A14	5-inch Thick Concrete Sidewalk	10,263	S.F.	\$4.50	\$46,183.50	\$4.94	\$50,699.22		
A15	Adjust Water Valve Box	10	EA.	\$150.00	\$1,500.00	\$307.56	\$3,075.60		
A16	Adjust Storm Manhole	9	EA.	\$420.00	\$3,780.00	\$439.38	\$3,954.42		
A17	Adjust Pull Box	2	EA.	\$230.00	\$460.00	\$236.17	\$472.34		
A18	Locate, Mark, Protect and Operate Street Lighting and Traffic Signal Systems	1	L.S.	\$3,200.00	\$3,200.00	\$3,278.85	\$3,278.85		
A19	Erosion Control	1	L.S.	\$3,080.00	\$3,080.00	\$12,122.54	\$12,122.54		
A20	Traffic Control, Project Sites	1	L.S.	\$33,000.00	\$33,000.00	\$171,286.99	\$171,286.99		
A21	Remove and Relocate Street Lighting (poles, bases, and electrical)	14	EA.	\$1,650.00	\$23,100.00	\$1,697.09	\$23,759.26		
A22	Remove and Relocate Bollards and Benches	45	EA.	\$330.00	\$14,850.00	\$230.67	\$10,380.15		
A23	12" x 12" Paver Block	531	S.F.	\$22.00	\$11,682.00	\$27.46	\$14,581.26		
A24	18" x 18" Paver Block	84	S.F.	\$33.00	\$2,772.00	\$31.85	\$2,675.40		
A25	Detectable Warning Field - Natural Patina	252	S.F.	\$34.00	\$8,568.00	\$49.43	\$12,456.36		
A26	12" x 12" Paver Block, Undistributed	100	S.F.	\$33.00	\$3,300.00	\$38.45	\$3,845.00		
A27	18" x 18" Paver Block, Undistributed	700	S.F.	\$33.00	\$23,100.00	\$38.45	\$26,915.00		
A28	Rampin/Wedging at Structures and Butt Joints	1	L.S.	\$8,782.00	\$8,782.00	\$6,200.00	\$6,200.00		

Attachment: north ave contract award (2157 : 14-68 CC Award Reso)

**Contract 14-68 North Avenue Resurfacing and Utility Repair**

BOARD OF PUBLIC WORKS  
 THURSDAY, APRIL 10, 2014  
 11:01 A.M. (L.S.T.)

PRESENT: Ms. Carla Ledesma, City Clerk  
 Mr. Bill Werhley, City Engineer  
 Ms. Laurie Schleimer, Purchasing Coordinator

Bids were opened and proof of publication was read to provide and furnish all labor, materials and equipment for storm sewer and sanitary sewer repair, asphalt / concrete removal and milling, asphalt / concrete paving, concrete curb and gutter replacement, traffic signals, street lighting, pavement markings and work incidental thereto in North Avenue in the City of Wauwatosa, all in accordance with the contract documents, including plans and specifications as prepared by the Engineering Services Department, Wauwatosa, Wisconsin, for the following prices:

NO.	ITEM DESCRIPTION	NO. OF UNITS ESTIMATED	UNITS	Stark Asphalt		Payne & Dolan, Inc.		UNIT PRICE	TOTAL AMOUNT
				UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT		
A29	SEE ALTERNATE 1								
A30	Unclassified Excavation	280	C.Y.	\$48.40	\$13,552.00	\$32.95	\$9,226.00		
<b>DIVISION B - TRAFFIC SIGNALS</b>									
B1	Remove Concrete Pole Bases	9	EA.	\$170.00	\$1,530.00	\$505.28	\$4,547.52		
B2	Conduit, rigid, non-metallic schedule 40, 2-inch	44	L.F.	\$8.50	\$374.00	\$8.79	\$386.76		
B3	Conduit, rigid, non-metallic schedule 40, 3-inch	168	L.F.	\$10.60	\$1,780.80	\$10.98	\$1,844.64		
B4	Conduit, Special 3-inch	424	L.F.	\$26.50	\$11,236.00	\$27.46	\$11,643.04		
B5	Quazite Type PT Pull Boxes, 10" x 15"	8	EA.	\$470.00	\$3,760.00	\$483.32	\$3,866.56		
B6	Remove Pull Boxes	7	EA.	\$100.00	\$700.00	\$98.86	\$692.02		
B7	Concrete Base, Type 1	3	EA.	\$530.00	\$1,590.00	\$549.22	\$1,647.66		
B8	Concrete base, Type 2	5	EA.	\$811.00	\$4,055.00	\$840.31	\$4,201.55		
B9	Concrete Control Cabinet Base, Type 9 Special	1	EA.	\$1,210.00	\$1,210.00	\$1,252.22	\$1,252.22		
B10	Traffic Signal Cable, 5-14 AWG	681	L.F.	\$1.10	\$749.10	\$1.10	\$749.10		
B11	Traffic Signal Cable, 12-14 AWG	977	L.F.	\$1.80	\$1,758.60	\$1.87	\$1,826.99		
B12	Electrical Wire for Traffic Signals, 10 AWG	585	L.F.	\$0.74	\$432.90	\$0.77	\$450.45		
B13	Loop Detector Lead In Cable	48	L.F.	\$1.20	\$57.60	\$1.21	\$58.08		
B14	Electrical Wire for Lighting, 12 AWG	234	L.F.	\$0.60	\$140.40	\$0.63	\$147.42		
B15	Pedestal Bases	4	EA.	\$285.00	\$1,140.00	\$291.09	\$1,164.36		
B16	Transformer Bases, Standard 11-1/2" Bolt Circle	4	EA.	\$420.00	\$1,680.00	\$428.39	\$1,713.56		
B17	Poles, Type 2	4	EA.	\$1,380.00	\$5,520.00	\$1,422.48	\$5,689.92		
B18	Poles, Type 3	4	EA.	\$2,650.00	\$10,600.00	\$2,735.12	\$10,940.48		
B19	Traffic Signal Standards, Aluminum, 15-FT	3	EA.	\$700.00	\$2,100.00	\$721.68	\$2,165.04		
B20	Trombone Arms, 25-FT	3	EA.	\$1,850.00	\$5,550.00	\$1,906.90	\$5,720.70		
B21	LED Modules, 12-inch Red Ball	8	EA.	\$44.00	\$352.00	\$45.04	\$360.32		

Attachment: north ave contract award (2157 : 14-68 CC Award Reso)

**Contract 14-68 North Avenue Resurfacing and Utility Repair**

BOARD OF PUBLIC WORKS  
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				UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT		
B22	LED Modules, 12-inch Yellow Ball	8	EA.	\$46.00	\$368.00	\$47.23	\$377.84		
B23	LED Modules, 12-inch Green Ball	8	EA.	\$47.00	\$376.00	\$48.33	\$386.64		
B24	LED Modules, 12-inch Red Arrow	8	EA.	\$44.00	\$352.00	\$45.04	\$360.32		
B25	LED Modules, 12-inch Yellow Arrow	16	EA.	\$46.00	\$736.00	\$47.23	\$755.68		
B26	LED Modules, 12-inch Green Arrow	8	EA.	\$47.00	\$376.00	\$48.33	\$386.64		
B27	Traffic Signal Face, 3-12-inch Vertical	8	EA.	\$400.00	\$3,200.00	\$404.23	\$3,233.84		
B28	Traffic Signal Face, 4-12-inch Vertical	8	EA.	\$490.00	\$3,920.00	\$501.99	\$4,015.92		
B29	Backplates, Signal Face, 3 Section, 12-inch	8	EA.	\$80.00	\$640.00	\$82.38	\$659.04		
B30	Backplates, Signal Face, 4 Section, 12-inch	8	EA.	\$90.00	\$720.00	\$88.97	\$711.76		
B31	Pedestrian Push Button	8	EA.	\$260.00	\$2,080.00	\$269.12	\$2,152.96		
B32	Signal Mounting Hardware (68th St & North Ave)	1	L.S.	\$3,800.00	\$3,800.00	\$3,855.53	\$3,855.53		
B33	Temporary Traffic Signals for 68th St. & North Ave.	1	L.S.	\$22,500.00	\$22,500.00	\$23,023.35	\$23,023.35		
B34	LED Pedestrian Signal Face w/Countdown Timer, 12-inch	8	EA.	\$220.00	\$1,760.00	\$220.79	\$1,766.32		
B35	Rectangular Rapid Flashing Beacon Assembly	4	EA.	\$5,500.00	\$22,000.00	\$5,627.32	\$22,509.28		
B36	Furnish and Install Video Detection System, 68th St & North Ave	1	L.S.	\$24,000.00	\$24,000.00	\$24,868.73	\$24,868.73		
B37	Remove Traffic Signals, 68th St & North Ave	1	L.S.	\$4,100.00	\$4,100.00	\$4,236.69	\$4,236.69		
B38	Emergency Vehicle Preemption System, 68th St & North Ave	1	L.S.	\$7,500.00	\$7,500.00	\$7,669.32	\$7,669.32		
B39	Traffic Signal Controller, Fully Actuated, 8-phase	1	L.S.	\$15,400.00	\$15,400.00	\$15,943.89	\$15,943.89		
B40	Luminaire Arms, Single Member, 4-inch Clamp, 6-FT	2	EA.	\$330.00	\$660.00	\$337.22	\$674.44		
B41	LED Luminaires	2	EA.	\$880.00	\$1,760.00	\$904.02	\$1,808.04		
B42	Cable, Type 2-12 AWG Grounded	185	L.F.	\$0.80	\$148.00	\$0.82	\$151.70		
<b>DIVISION C - PAVEMENT MARKING AND SIGNAGE</b>									
C1	Pavement Marking, 4-inch, White Epoxy	14,941	L.F.	\$0.40	\$5,976.40	\$0.44	\$6,574.04		
C2	Pavement Marking, 4-inch, Yellow Epoxy	7,820	L.F.	\$0.40	\$3,128.00	\$0.44	\$3,440.80		
C3	Pavement Marking, 8-inch channel, White Epoxy	230	L.F.	\$1.00	\$230.00	\$1.04	\$239.20		
C4	Pavement Marking, Crosswalk, 24-inch, White Epoxy	5,080	L.F.	\$10.92	\$55,473.60	\$11.42	\$58,013.60		
C5	Pavement Marking Arrows, Type 2, White Epoxy	6	EA.	\$147.00	\$882.00	\$153.78	\$922.68		
C6	Pavement Marking Words, "ONLY", White Epoxy	4	EA.	\$155.00	\$620.00	\$159.28	\$637.12		
C7	Pavement Marking Arrows, Bike Lane, White Epoxy	62	EA.	\$74.00	\$4,588.00	\$76.89	\$4,767.18		
C8	Pavement Marking Symbols, Bike Lane, White Epoxy	62	EA.	\$74.00	\$4,588.00	\$76.89	\$4,767.18		

Attachment: north ave contract award (2157 : 14-68 CC Award Reso)

**Contract 14-68 North Avenue Resurfacing and Utility Repair**

BOARD OF PUBLIC WORKS  
 THURSDAY, APRIL 10, 2014  
 11:01 A.M. (L.S.T.)

PRESENT: Ms. Caria Ledesma, City Clerk  
 Mr. Bill Werhley, City Engineer  
 Ms. Laurie Schleimer, Purchasing Coordinator

Bids were opened and proof of publication was read to provide and furnish all labor, materials and equipment for storm sewer and sanitary sewer repair, asphalt / concrete removal and milling, asphalt / concrete paving, concrete curb and gutter replacement, traffic signals, street lighting, pavement markings and work incidental thereto in North Avenue in the City of Wauwatosa, all in accordance with the contract documents, including plans and specifications as prepared by the Engineering Services Department, Wauwatosa, Wisconsin, for the following prices:

NO.	ITEM DESCRIPTION	NO. OF UNITS ESTIMATED	UNITS	UNIT PRICE	Stark Asphalt		Payne & Doan, Inc.		UNIT PRICE	TOTAL AMOUNT
					TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE		
C9	Pavement Marking Stop Line, 18-inch, White Epoxy	421	L.F.	\$6.80	\$2,862.80	\$6.92	\$2,913.32			
C10	Signs, Reflective, Type II	506.58	S.F.	\$55.00	\$27,861.90	\$23.62	\$11,965.42			
C11	Posts, Tubular Steel, 2 x 2-inch x 14-FT	48	EA.	\$165.00	\$7,920.00	\$142.80	\$6,854.40			
C12	Posts, Tubular Steel, 2 x 2-inch x 16-FT	8	EA.	\$275.00	\$2,200.00	\$153.78	\$1,230.24			
C13	Remove Signs, Type II	54	EA.	\$110.00	\$5,940.00	\$60.41	\$3,262.14			
<b>DIVISION D - SANITARY SEWER PIPE REPAIR</b>										
D1	8-inch sanitary sewer spot repair, 5.0 feet to 10.0 feet in length, using ASTM D-3034 SDR35 PVC pipe. Slurry backfill and surface restoration as noted on the plan sheets.	2	EA.	\$11,025.00	\$22,050.00	\$11,533.64	\$23,067.28			
D2	Sanitary lateral reconnection/repair during sanitary sewer spot repair, up to 4.0 L.F. including excavation & materials. Slurry backfill and surface restoration as noted on the plan sheets.	2	EA.	\$525.00	\$1,050.00	\$549.22	\$1,098.44			
D3	to handle all earth, hydrostatic and traffic loads including watertight seals at MH's with cleaning (with record of type and volume of debris removed) including root cutting; removal of mineral deposits, solids and grease deposits from the pipe and outside drop pipes; disposal of removed material; cutting of protruding laterals and dropped joints flush with the pipe barrel and clearing all obstructions; by-pass pumping or diversion of sewage; TV inspections before and after relining along with video tapes; providing openings at MH's; verification of active services by dye testing or other approved methods; reinstatement of approximately 12 active services laterals; pressure and acceptance testing and delivery of notices to affected residences.	717.3	L.F.	\$33.00	\$23,670.90	\$26.63	\$19,101.70			
<b>DIVISION E - STORM SEWER STRUCTURE AND PIPE REPAIR</b>										
E1	12-inch reinforced concrete pipe (in 2 pipe sections) ASTM C-76 Class V storm sewer and catch basin lead relay with rubber gasket joints. Slurry backfill and surface restoration as noted on the plan sheets.	11.1	L.F.	\$525.00	\$5,827.50	\$549.22	\$6,096.34			
E2	12-inch reinforced concrete pipe (in 2 pipe sections) ASTM C-76 Class V storm sewer and catch basin lead relay with rubber gasket joints. Mechanically compacted crushed concrete backfill and surface restoration as noted on the plan sheets.	25.5	L.F.	\$420.00	\$10,710.00	\$439.38	\$11,204.19			
E3	12-inch storm sewer spot repair, 0.1 feet to 10.0 feet in length, using reinforced concrete pipe ASTM C-76 Class V storm sewer pipe with rubber gasket joints. Slurry backfill and surface restoration as noted on the plan sheets.	1.0	EA.	\$6,300.00	\$6,300.00	\$6,590.65	\$6,590.65			
E4	12-inch storm sewer spot repair, 10.1 feet to 14.0 feet in length, using reinforced concrete pipe ASTM C-76 Class V storm sewer pipe with rubber gasket joints. Mechanically compacted crushed concrete backfill and surface restoration as noted on the plan sheets.	3.0	EA.	\$8,400.00	\$25,200.00	\$8,787.54	\$26,362.62			

Attachment: north ave contract award (2157 : 14-68 CC Award Reso)

**Contract 14-68 North Avenue Resurfacing and Utility Repair**

BOARD OF PUBLIC WORKS  
 THURSDAY, APRIL 10, 2014  
 11:01 A.M. (L.S.T.)

PRESENT: Ms. Carla Ledesma, City Clerk  
 Mr. Bill Werhley, City Engineer  
 Ms. Laurie Schleimer, Purchasing Coordinator

Bids were opened and proof of publication was read to provide and furnish all labor, materials and equipment for storm sewer and sanitary sewer repair, asphalt / concrete removal and milling, asphalt / concrete paving, concrete curb and gutter replacement, traffic signals, street lighting, pavement markings and work incidental thereto in North Avenue in the City of Wauwatosa, all in accordance with the contract documents, including plans and specifications as prepared by the Engineering Services Department, Wauwatosa, Wisconsin, for the following prices:

NO.	ITEM DESCRIPTION	NO. OF UNITS		Stark Asphalt		Payne & Dolan, Inc.			
		ESTIMATED	UNITS	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT
E5	12-inch storm sewer spot repair, 14.1 feet to 18.0 feet in length, using reinforced concrete pipe ASTM C-76 Class V storm sewer pipe with rubber gasket joints. Mechanically compacted crushed concrete backfill and surface restoration as noted on the plan sheets.	1.0	EA.	\$10,500.00	\$10,500.00	\$10,984.42	\$10,984.42		
E6	6-inch PVC storm sewer lateral connection spot repair, 2.0 feet to 6.0 feet in length, using ASTM D-3034 SDR35 PVC pipe including cut-in reconnection to existing 21-inch RCP storm sewer. Slurry backfill and surface restoration as noted on the plan sheets.	1.0	EA.	\$3,675.00	\$3,675.00	\$3,844.55	\$3,844.55		
E7	Rebuild or construct new standard 20" x 30" rectangular storm water catch basin with 24" minimum sump. Reuse existing frame, grate, and curb box. Slurry backfill and surface restoration as noted on the plan sheets	20.0	EA.	\$5,250.00	\$105,000.00	\$5,492.21	\$109,844.20		
E8	Furnish, replace and adjust a frame, grate, and curb box on a storm sewer inlet/MH 9/123A by rebuilding up to 10" of masonry including a new Neenah R-3222-LA frame, vane grate, and curb box, Slurry backfill and surface restoration as noted on the plan sheets.	1.0	EA.	\$2,625.00	\$2,625.00	\$2,746.11	\$2,746.11		
E9	Furnish, replace and adjust a frame, grate, and curb box on a storm sewer inlet/MH 9/134 by rebuilding up to 10" of masonry. Reuse existing frame, grate, and curb box from prop. abandoned inlet 9/134A. Slurry backfill and surface restoration as noted on the plan sheets.	1.0	EA.	\$2,415.00	\$2,415.00	\$2,526.42	\$2,526.42		
E10	Vertical feet in 1 structures of 48" diameter standard storm sewer catch basin/manhole complete with 24" minimum sump and flat top. Reuse existing frame, grate, and curb box. Slurry backfill and surface restoration as noted on the plan sheets	5.3	V.F.	\$1,050.00	\$5,565.00	\$1,098.44	\$5,821.73		
E11	Vertical feet of storm sewer manhole, Chimney and Cone Masonry Partial Rebuild on 4 existing MH structures. This item shall include the removal and rebuilding of a portion of the chimney and cone masonry portion of the manhole. Cone rebuild shall be special reinforced concrete rings, ATSM C-478, (28" I.D. x 42" O.D. x 4") where applicable, or brick and/or block masonry, see specification detail in plan sheets. Reuse existing frame and cover. Slurry backfill and surface restoration as noted on the plan sheets Vertical feet of storm sewer manhole, Chimney and Cone Masonry Partial Rebuild on 4 existing MH structures. This item shall include the removal and rebuilding of a portion of the chimney and cone masonry portion of the manhole. Cone rebuild shall be special reinforced concrete rings, ATSM C-478, (28" I.D. x 42" O.D. x 4") where applicable, or brick and/or block masonry, see specification detail in plan sheets. Reuse existing frame and cover. Slurry backfill and surface restoration as noted on the plan sheets	9.0	V.F.	\$1,260.00	\$11,340.00	\$1,318.13	\$11,863.17		
E12	Vertical feet of storm sewer manhole, Chimney and Cone Masonry Partial Rebuild on 4 existing MH structures. This item shall include the removal and rebuilding of a portion of the chimney and cone masonry portion of the inlet. Cone rebuild shall be special reinforced concrete rings, ATSM C-478, (28" I.D. x 42" O.D. x 4") where applicable, or brick and/or block masonry, see specification detail in plan sheets. Reuse existing frame, grate, and curb box. Slurry backfill and surface restoration as noted on the plan sheets	5.0	V.F.	\$1,050.00	\$5,250.00	\$1,098.44	\$5,492.20		

Attachment: north ave contract award (2157 : 14-68 CC Award Reso)

**Contract 14-68 North Avenue Resurfacing and Utility Repair**

BOARD OF PUBLIC WORKS  
 THURSDAY, APRIL 10, 2014  
 11:01 A.M. (L.S.T.)

PRESENT: Ms. Carla Ledesma, City Clerk  
 Mr. Bill Werhley, City Engineer  
 Ms. Laurie Schleimer, Purchasing Coordinator

Bids were opened and proof of publication was read to provide and furnish all labor, materials and equipment for storm sewer and sanitary sewer repair, asphalt / concrete removal and milling, asphalt / concrete paving, concrete curb and gutter replacement, traffic signals, street lighting, pavement markings and work incidental thereto in North Avenue in the City of Wauwatosa, all in accordance with the contract documents, including plans and specifications as prepared by the Engineering Services Department, Wauwatosa, Wisconsin, for the following prices:

NO.	ITEM DESCRIPTION	NO. OF UNITS ESTIMATED	UNITS	Stark Asphalt		Payne & Dolan, Inc.		UNIT PRICE	TOTAL AMOUNT
				UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT		
E13	Vertical feet of storm sewer inlet, masonry rebuild on 1 existing Type 35 inlet structure. This item shall include the removal and rebuilding of a portion of the masonry portion of the inlet, see specification detail in plan sheets. Reuse existing frame, grate, inlet bowl and curb box. Slurry backfill and surface restoration as noted on the plan sheets	2.0	V.F.	\$1,050.00	\$2,100.00	\$1,098.44	\$2,196.88		
E14	Vertical feet of storm sewer inlet, Masonry Rebuild on 3 existing Type 35 inlet structures. This item shall include the removal and rebuilding of a portion of the masonry portion of the inlet, see specification detail in plan sheets. Reuse existing frame, grate, and curb box. Slurry backfill and surface restoration as noted on the plan sheets	4.0	V.F.	\$1,260.00	\$5,040.00	\$1,318.13	\$5,272.52		
E15	Interior storm sewer joint/crack pipe repair, up to 2.5-feet inside sewer pipe from existing manhole. Clean all loose concrete debris at joint or crack. Hand trowel in hydraulic water stop cement mortar repair for entire inner radius of pipe at point of repair. Mortar repair thickness shall be built up to original storm sewer pipe diameter and faded into the remaining portions of existing pipe.	3.0	EA.	\$1,050.00	\$3,150.00	\$1,098.44	\$3,295.32		
E16	12-inch storm sewer relining using a cured-in-place pipe designed to provide a stand alone structural pipe to handle all earth, hydrostatic and traffic loads including watertight seals at MH's with cleaning, including root cutting; removal of mineral deposits, solids, and outside drop pipes; disposal of removed material; cutting of protruding laterals and dropped joints flush with the pipe barrel and clearing all obstructions; bypass pumping; TV inspections before and after relining along with video tapes; providing openings at MH's; verification of active laterals by dye testing or other approved methods; reinstatement of approximately ZERO active services laterals; pressure and acceptance testing and delivery of notices to affected residences.	159.0	L.F.	\$108.00	\$17,172.00	\$105.40	\$16,758.60		
<b>BASE BID CONSTRUCTION COST - DIVISIONS A, B, C, D, E</b>					<b>\$1,213,664.75</b>		<b>\$1,435,133.94</b>		

Attachment: north ave contract award (2157 : 14-68 CC Award Reso)

**Contract 14-68 North Avenue Resurfacing and Utility Repair**

BOARD OF PUBLIC WORKS  
 THURSDAY, APRIL 10, 2014  
 11:01 A.M. (L.S.T.)

PRESENT: Ms. Carla Ledesma, City Clerk  
 Mr. Bill Wehrley, City Engineer  
 Ms. Laurie Schliemer, Purchasing Coordinator

Bids were opened and proof of publication was read to provide and furnish all labor, materials and equipment for storm sewer and sanitary sewer repair, asphalt / concrete removal and milling, asphalt / concrete paving, concrete curb and gutter replacement, traffic signals, street lighting, pavement markings and work incidental thereto in North Avenue in the City of Wauwatosa, all in accordance with the contract documents, including plans and specifications as prepared by the Engineering Services Department, Wauwatosa, Wisconsin, for the following prices:

NO.	ITEM DESCRIPTION	NO. OF UNITS ESTIMATED	UNITS	Stark Asphalt		Payne and Dolan, Inc.		UNIT PRICE	TOTAL AMOUNT
				UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT		
<b>ALTERNATE BIDS</b>									
<b>ALTERNATE BID 1 - CONCRETE MEDIAN</b>									
A29	Concrete Median	6.0	EA.	\$800.00	\$4,800.00	\$6,639.84	\$39,839.04		
<b>ALTERNATE BID 2 - GREEN BIKE SYMBOLS</b>									
C15	Pavement Marking Green Colored Bike Symbols, Green Thermoplastic, Pre-Mark	1,830.0	S.F.	\$16.04	\$29,353.20	\$17.54	\$32,098.20		
<b>OR</b>									
C15	Pavement Marking Green Colored Bike Symbols, Green Acrylic-based Resin by Color-Safe	1,830.0	S.F.	\$13.86	\$25,363.80	\$14.61	\$26,736.30		
<b>ALTERNATE BID 3 - RED CROSSWALKS</b>									
C17	Asphalt Sealer Colored Red	816.0	S.F.	\$10.00	\$8,160.00	\$8.52	\$6,952.32		
<b>ALTERNATE BID 4 - GREEN BIKE BOXES</b>									
C16	Green Colored Bike Boxes, Green Thermoplastic, Pre-Mark	1,365.0	S.F.	\$13.50	\$18,427.50	\$13.94	\$19,028.10		
<b>OR</b>									
C16	Green Colored Bike Boxes, Green Acrylic-based Resin by Color Safe	1,365.0	S.F.	\$13.00	\$17,745.00	\$13.45	\$18,359.25		
<b>ALTERNATE BID 5 - GREEN BIKE BOXES</b>									
C1	Pavement Marking, 4-inch, White Epoxy	542.0	L.F.	\$17.50	\$9,485.00	\$18.26	\$9,896.92		
C14	Green Colored Bike Lane, Green Thermoplastic, Pre-Mark	5,434.0	S.F.	\$13.00	\$70,642.00	\$13.61	\$73,956.74		
<b>OR</b>									
C1	Pavement Marking, 4-inch, White Epoxy	542.0	L.F.	\$17.50	\$9,485.00	\$18.26	\$9,896.92		
C14	Green Colored Bike Lane, Green Acrylic-based Resin by Color Safe	5,434.0	S.F.	\$11.60	\$63,034.40	\$12.17	\$66,131.78		

Attachment: north ave contract award (2157 : 14-68 CC Award Reso)

**Contract 14-68 North Avenue Resurfacing and Utility Repair**

BOARD OF PUBLIC WORKS  
 THURSDAY, APRIL 10, 2014  
 11:01 A.M. (L.S.T.)

PRESENT: Ms. Carla Ledesma, City Clerk  
 Mr. Bill Wehrley, City Engineer  
 Ms. Laurie Schliemer, Purchasing Coordinator

Bids were opened and proof of publication was read to provide and furnish all labor, materials and equipment for storm sewer and sanitary sewer repair, asphalt / concrete removal and milling, asphalt / concrete paving, concrete curb and gutter replacement, traffic signals, street lighting, pavement markings and work incidental thereto in North Avenue in the City of Wauwatosa, all in accordance with the contract documents, including plans and specifications as prepared by the Engineering Services Department, Wauwatosa, Wisconsin, for the following prices:

NO.	ITEM DESCRIPTION	NO. OF UNITS ESTIMATED	UNITS	Stark Asphalt		Payne and Dolan, Inc.		UNIT PRICE	TOTAL AMOUNT
				UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT		
<b>ALTERNATE BIDS</b>									
<b>ALTERNATE BID 6 THERMOPLASTIC PAVEMENT MARKINGS</b>									
<b>DEDUCTIVE PORTION</b>									
C18	Deduct Items C1 Through C9	1.0	L.S.	\$78,348.80	\$78,348.80	\$82,275.12	\$82,275.12		
<b>ADDITIVE PORTION</b>									
C19	Pavement Marking, 4-inch, White Thermoplastic	14,941	L.F.	\$4.40	\$65,740.40	\$4.56	\$68,130.96		
C20	Pavement Marking, 4-inch, Yellow Thermoplastic	7,820	L.F.	\$4.40	\$34,408.00	\$4.56	\$35,659.20		
C21	Pavement Marking, 8-inch channel, White Thermoplastic	230	L.F.	\$8.80	\$2,024.00	\$9.01	\$2,072.30		
C22	Pavement Marking, Crosswalk, 24-inch, White Thermoplastic	5,080	L.F.	\$19.00	\$96,520.00	\$20.05	\$101,854.00		
C23	Pavement Marking Arrows, Type 2, White Thermoplastic	6	EA.	\$500.00	\$3,000.00	\$505.28	\$3,031.68		
C24	Pavement Marking Words, "ONLY", White Thermoplastic	4	EA.	\$600.00	\$2,400.00	\$582.18	\$2,328.72		
C25	Pavement Marking Arrows, Bike Lane, White Thermoplastic	62	EA.	\$120.00	\$7,440.00	\$115.34	\$7,151.08		
C26	Pavement Marking Symbols, Bike Lane, White Thermoplastic	62	EA.	\$210.00	\$13,020.00	\$214.20	\$13,280.40		
C27	Pavement Marking Stop Line, 18-inch, White Thermoplastic	421	L.F.	\$15.50	\$6,525.50	\$16.26	\$6,845.46		

**ALTERNATE BID 6 TOTAL**

**\$309,426.70**

**\$322,628.92**

Attachment: north ave contract award (2157 : 14-68 CC Award Reso)

CITY OF WAUWATOSA  
Resolution

By:

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WHEREAS, it is the sense of the Board of Public Works of the City of Wauwatosa that it is necessary to replace interior lighting in the maintenance bay of the Public Works Building in the City of Wauwatosa and work incidental thereto under Contract 14-25 / Project 6212 Interior Lighting Replacement - Public Works Building,

NOW, THEREFORE, BE IT RESOLVED, By the Board of Public Works of the City of Wauwatosa, Wisconsin as follows:

Section 1. That the plans and specifications and form of contract and bond, together with the contract documents submitted therewith for furnishing all labor, material and equipment for Interior Lighting Replacement - Public Works Building and work incidental thereto, be and the same are hereby approved.

Section 2. That the work is intended to be done during the 2014 construction season in the City of Wauwatosa, all in accordance with said plans and specifications.

Section 3. That the work is to be let to the lowest responsible bidder following competitive bidding therefore.

Section 4. That the City Clerk be and she is hereby authorized and instructed to advertise for bids for Contract 14-25 / Project 6212 on May 15 and 22, 2014 bids are to be opened on May 29, 2014, and to provide in so doing that bids may be submitted with a contract and bond, with sureties, as prescribed by the form furnished, complete with the exception of the signatures on the part of the City; and in lieu of the foregoing provision that the bidder may accompany his bid with a certified check equal to five (5) percent of the bid, payable to the city as a guarantee that if his bid is accepted, he will execute and file the proper contract and bond within ten (10) days after the award, all in accordance with the provision of the Wisconsin Statutes.

Section 5. That the Wage Scale in the contract documents be and the same is hereby accepted.

Passed and Dated \_\_\_\_\_

\_\_\_\_\_  
Secretary

Approved \_\_\_\_\_

\_\_\_\_\_  
President

CITY OF WAUWATOSA  
Resolution

By:

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WHEREAS, it is the sense of the Board of Public Works of the City of Wauwatosa that it is necessary to construct a pavilion in Hart Park in the City of Wauwatosa and work incidental thereto under Contract 13-28 / Project 8010 Hart Park Improvements 68<sup>th</sup> to 70<sup>th</sup> Street Area,

NOW, THEREFORE, BE IT RESOLVED, By the Board of Public Works of the City of Wauwatosa, Wisconsin as follows:

Section 1. That the plans and specifications and form of contract and bond, together with the contract documents submitted therewith for furnishing all labor, material and equipment for Hart Park Improvements 68<sup>th</sup> to 70<sup>th</sup> Street Area and work incidental thereto, be and the same are hereby approved.

Section 2. That the work is intended to be done during the 2014 construction season in the City of Wauwatosa, all in accordance with said plans and specifications.

Section 3. That the work is to be let to the lowest responsible bidder following competitive bidding therefore.

Section 4. That the City Clerk be and she is hereby authorized and instructed to advertise for bids for Contract 13-28 / Project 8010 on May 15 and 22, 2014 bids are to be opened on May 29, 2014, and to provide in so doing that bids may be submitted with a contract and bond, with sureties, as prescribed by the form furnished, complete with the exception of the signatures on the part of the City; and in lieu of the foregoing provision that the bidder may accompany his bid with a certified check equal to five (5) percent of the bid, payable to the city as a guarantee that if his bid is accepted, he will execute and file the proper contract and bond within ten (10) days after the award, all in accordance with the provision of the Wisconsin Statutes.

Section 5. That the Wage Scale in the contract documents be and the same is hereby accepted.

Passed and Dated \_\_\_\_\_

\_\_\_\_\_

Secretary

Approved \_\_\_\_\_

\_\_\_\_\_

President

CITY OF WAUWATOSA  
Resolution

By:



WHEREAS, it is the sense of the Board of Public Works of the City of Wauwatosa that it is necessary to replace the emergency back-up generator at the Civic Center Complex in the City of Wauwatosa and work incidental thereto under Contract 13-191 / Project 6007 Replace Emergency Back-up Generator,

NOW, THEREFORE, BE IT RESOLVED, By the Board of Public Works of the City of Wauwatosa, Wisconsin as follows:

Section 1. That the plans and specifications and form of contract and bond, together with the contract documents submitted therewith for furnishing all labor, material and equipment for Replacing Emergency Back-up Generator and work incidental thereto, be and the same are hereby approved.

Section 2. That the work is intended to be done during the 2014 construction season in the City of Wauwatosa, all in accordance with said plans and specifications.

Section 3. That the work is to be let to the lowest responsible bidder following competitive bidding therefore.

Section 4. That the City Clerk be and she is hereby authorized and instructed to advertise for bids for Contract 13-191 / Project 6007 on May 15 and 22, 2014 bids are to be opened on May 29, 2014, and to provide in so doing that bids may be submitted with a contract and bond, with sureties, as prescribed by the form furnished, complete with the exception of the signatures on the part of the City; and in lieu of the foregoing provision that the bidder may accompany his bid with a certified check equal to five (5) percent of the bid, payable to the city as a guarantee that if his bid is accepted, he will execute and file the proper contract and bond within ten (10) days after the award, all in accordance with the provision of the Wisconsin Statutes.

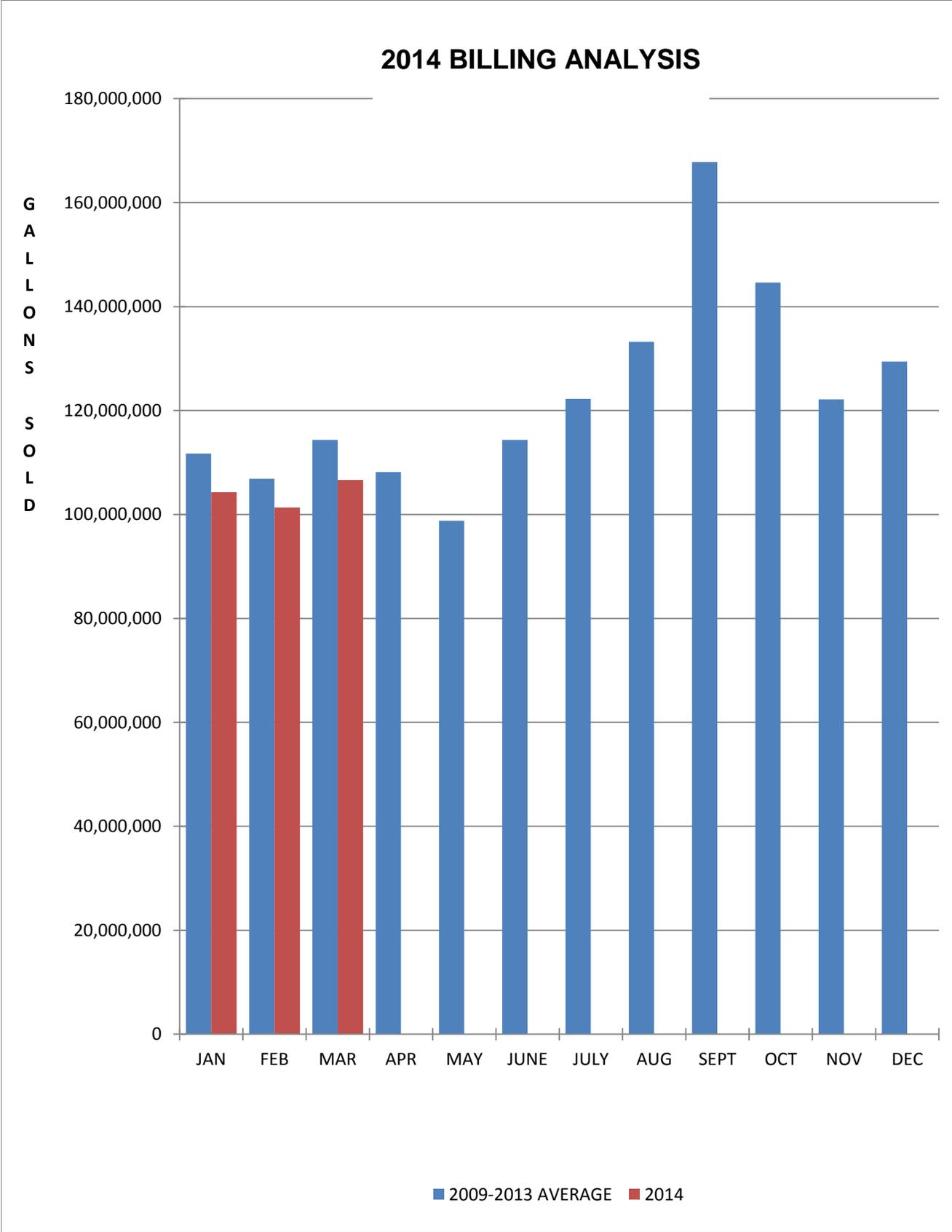
Section 5. That the Wage Scale in the contract documents be and the same is hereby accepted.

Passed and Dated \_\_\_\_\_

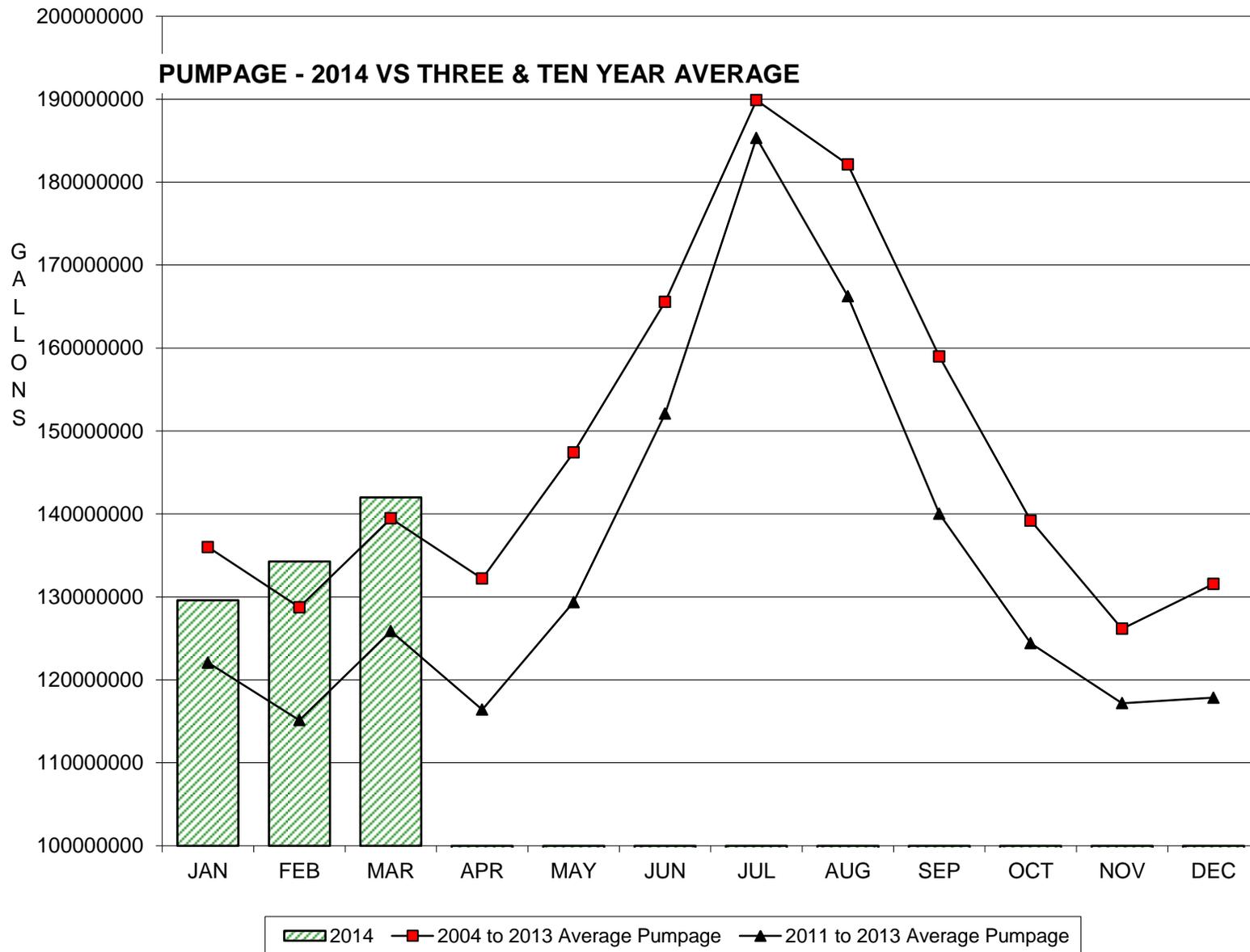
\_\_\_\_\_  
Secretary

Approved \_\_\_\_\_

\_\_\_\_\_  
President



Attachment: March Monthly Bill Graph 2014 (2118 : Monthly Pumpage report)



Attachment: 2014 March Average Graph (2118 : Monthly Pumpage report)

Wauwatosa Water - Monthly Report  
 Month of            March            2014

DAY	N. 64th ST.	Blanchard	Glenview Ave.	To System
1	1,026,000	1,834,000	1,527,000	4,387,000
2	1,423,000	1,760,000	1,896,000	5,079,000
3	1,285,000	1,402,000	2,000,000	4,687,000
4	1,469,000	1,518,000	1,932,000	4,919,000
5	1,233,000	1,455,000	1,995,000	4,683,000
6	1,021,000	1,799,000	1,965,000	4,785,000
7	1,016,000	1,821,000	2,006,000	4,843,000
8	1,028,000	1,957,000	1,564,000	4,549,000
9	1,038,000	1,924,000	1,894,000	4,856,000
10	997,000	1,814,000	2,040,000	4,851,000
11	1,012,000	1,606,000	2,021,000	4,639,000
12	1,016,000	1,708,000	2,011,000	4,735,000
13	1,537,000	1,742,000	1,949,000	5,228,000
14	1,040,000	1,398,000	1,935,000	4,373,000
15	1,006,000	1,950,000	1,429,000	4,385,000
16	1,438,000	1,704,000	1,928,000	5,070,000
17	1,356,000	1,368,000	2,046,000	4,770,000
18	1,247,000	1,361,000	1,960,000	4,568,000
19	1,008,000	1,653,000	1,869,000	4,530,000
20	1,006,000	1,745,000	1,829,000	4,580,000
21	1,005,000	1,708,000	1,640,000	4,353,000
22	999,000	1,878,000	1,721,000	4,598,000
23	1,291,000	1,958,000	1,305,000	4,554,000
24	1,153,000	1,591,000	1,973,000	4,717,000
25	1,006,000	1,788,000	1,875,000	4,669,000
26	987,000	1,767,000	1,795,000	4,549,000
27	1,009,000	1,662,000	1,062,000	3,733,000
28	990,000	1,749,000	1,316,000	4,055,000
29	992,000	1,794,000	1,153,000	3,939,000
30	1,317,000	1,728,000	1,098,000	4,143,000
31	1,178,000	1,337,000	1,660,000	4,175,000
<b>Total</b>	<b>35,129,000</b>	<b>52,479,000</b>	<b>54,394,000</b>	<b>142,001,999</b>

Attachment: March 2014 Pumpage (2118 : Monthly Pumpage report)

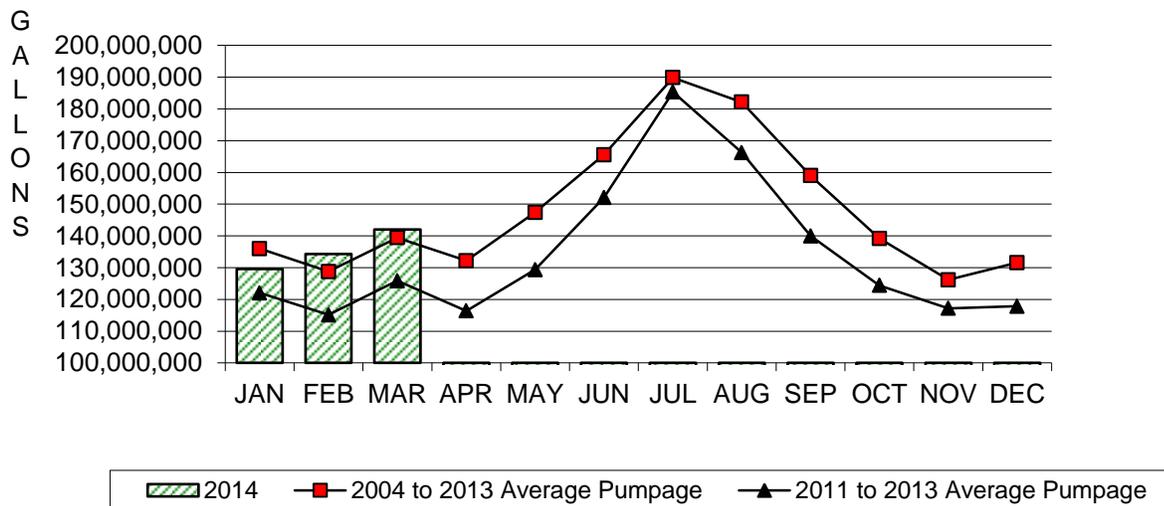
April 14, 2014

Board of Public Works  
City of Wauwatosa, Wisconsin

Dear Members:

Below is the pumpage in gallons for the month of March 2014.

**PUMPAGE - 2014 VS THREE & TEN YEAR AVERAGE**



MONTHS	2014	2013	3 YEAR AVERAGE	10 YEAR AVERAGE
January	129,591,000	118,815,000	122,066,667	136,011,550
February	134,277,999	116,034,000	115,142,333	128,750,470
March	142,001,999	132,901,000	125,881,000	139,461,700

Very truly yours,  
*James R. Wojcehowicz,*  
Superintendent  
Wauwatosa Water Department

Attachment: March 2014 Graph (2118 : Monthly Pumpage report)

CITY OF WAUWATOSA  
Resolution

By:

---

WHEREAS, the Board of Public Works has accepted the work of sanitary sewer improvements and work incidental thereto in the City of Wauwatosa under Contract 13-02 Sanitary Sewer Improvements and the same is ready for final payment.

NOW, THEREFORE, BE IT RESOLVED by the Board of Public Works of the City of Wauwatosa, Wisconsin as follows:

Section 1. That the work of sanitary sewer improvements under Contract 13-02 Sanitary Sewer Improvements is hereby accepted.

Section 2. That the proper City officers be and they are hereby authorized and directed to draw and sign a City order in the sum of sixty-five thousand five hundred seventy five dollars and seventy seven cents(\$65,575.77) as the final payment under said contract, upon receipt of waivers of lien and for labor and materials furnished under said contract, and upon receipt of an affidavit stipulating compliance with wage rate requirements.

Passed and Dated \_\_\_\_\_

\_\_\_\_\_

Secretary

Approved \_\_\_\_\_

\_\_\_\_\_

President



CITY OF WAUWATOSA  
ENGINEERING & OPERATIONS DEPARTMENT  
7725 WEST NORTH AVENUE  
WAUWATOSA, WI 53213  
Telephone: (414) 479-8927  
Fax: (414) 471-8492  
www.wauwatosa.net

**William C. Porter, Jr.**  
Director of Public Works  
bporter@wauwatosa.net

April 30, 2014

Board of Public Works  
City of Wauwatosa  
Wauwatosa, Wisconsin

RE: Contract 13-02  
Sanitary Sewer Improvements

Dear Board Members:

Visu-Sewer, Inc. has completed the work of Sanitary Sewer Improvements and work incidental thereto under Contract 13-02. The work was bounded by Hampton Avenue to the north, 100<sup>th</sup> St to the east, Congress Street to the south and 110<sup>th</sup> Street to the west.

The total amount due the contractor is \$699,269.84. To date the City has paid the contractor \$633,694.07. The final amount due the contractor is \$65,575.77. The contract award amount was \$699,045.44.

I hereby certify that the work on Contract 13-02 was completed in a manner satisfactory to the City of Wauwatosa and recommend acceptance of the same by the Board of Public Works.

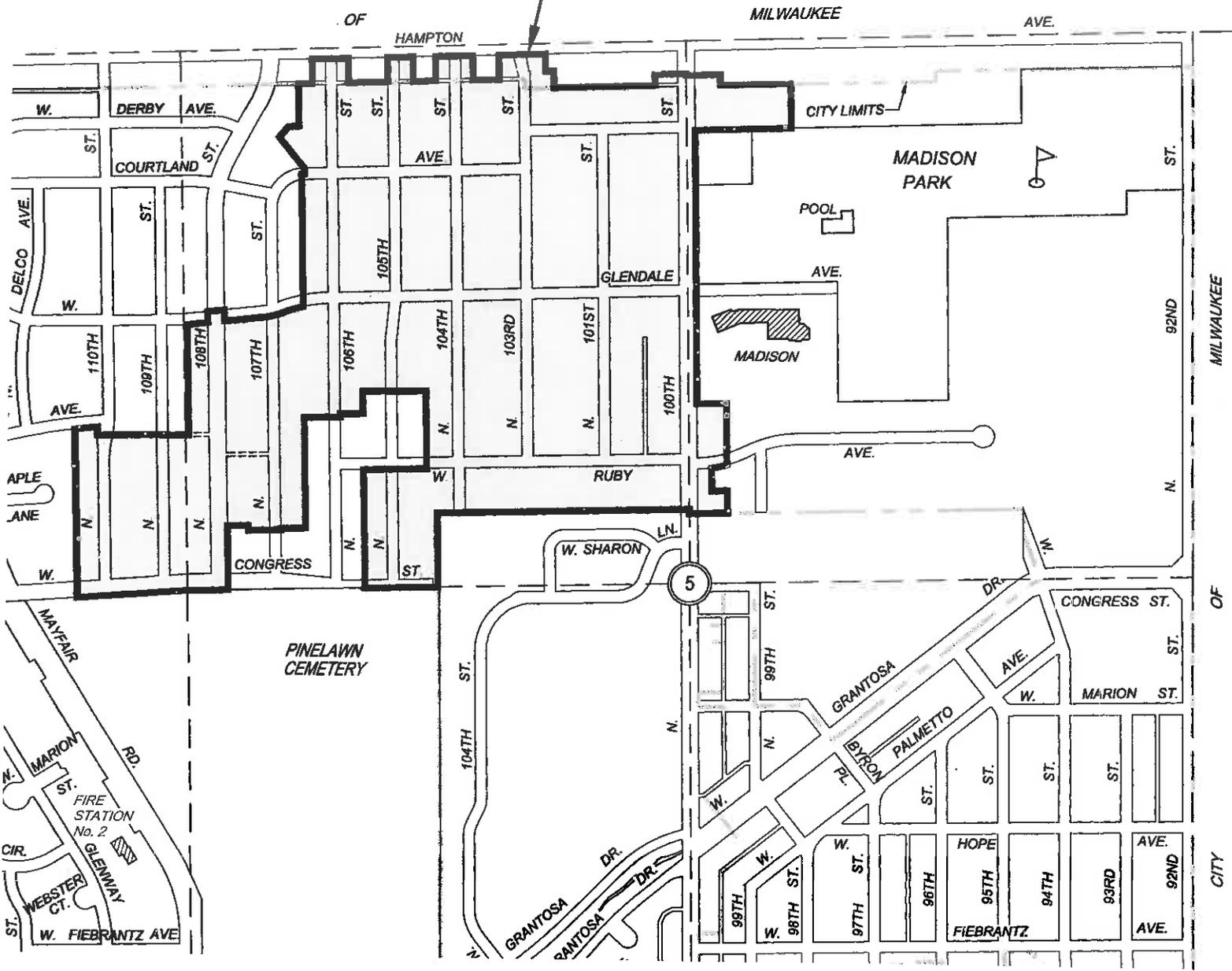
Sincerely,

William C. Porter, Jr.  
Director of Public Works

# CITY OF WAUWATOSA, WI CONTRACT 13-02 SANITARY SEWER IMPROVEMENTS

**Project Location**

LAWRENCE J.  
TIMMERMAN  
AIRPORT



Attachment: final pymnt cont 13-02 (2144 : 13-02 final payment)

# CITY OF WAUWATOSA

FINAL - PAYMENT NO. 5

PROJECT NO. 3002

2 PAGES

**CONTRACT 13-02:**                    **SANITARY SEWER IMPROVEMENTS**  
**CONTRACTOR:**                    **Visu-Sewer, Inc.**  
**CONTRACT PERIOD:**            **August 26, 2013 through October 26, 2013**

NO.	BID ITEMS DESCRIPTION	CONTRACT UNITS	NO. OF UNITS	UNITS	UNIT PRICE	TOTAL AMOUNT
1	8-inch sanitary sewer spot repair, 5.6 feet to 15.5 feet	18.0	18.0	EA	\$8,400.00	\$151,200.00
2	8-inch sanitary sewer spot repair, 15.5 feet to 20.5 feet	1.0	1.0	EA	\$13,020.00	\$13,020.00
3	8-Inch PVC Sanitary Sewer relay or extension, SDR35, surface restoration	201.5	210.1	LF	\$215.00	\$45,171.50
4	11 each of 48" diameter precast sanitary sewer manhole	112.1	111.4	VF	\$315.00	\$35,091.00
5	furnish and install new cretex or NPC Flexrib Internal Frame/Chimney Seal	11.0	11.0	EA	\$263.00	\$2,893.00
6	sanitary lateral reconnection/repair up to 4.0 L.F.	28.0	34.0	EA	\$79.00	\$2,686.00
7	sanitary lateral relay where the reconnection requires more than 4.0 L.F.	51.0	59.9	LF	\$173.00	\$10,362.70
8	locating, marking and maintaining the operation of the City's street lights and traffic control	1.0	1.0	LS	\$525.00	\$525.00
9	removal of tree root obstruction for first 10 feet of existing sanitary sewer lateral connection to main	29.0	28.0	EA	\$336.00	\$9,408.00
10	8-inch sanitary sewer relining using cured-in-place pipe	15,098.4	15098.4	LF	\$22.85	\$344,998.44
11	15-inch sanitary sewer relining using a cured-in-place pipe	48.3	48.3	LF	\$150.00	\$7,245.00
12	grouting and veirication testing of lateral connections to 8" sanitary sewer and the initial first five feet of the sanitary sewer lateral.	257.0	228.0	EA	\$270.00	\$61,560.00
13	grouting and verification testing of lateral connections to 42" or 48" diameter sanitary sewer manholes and the initial first thirty feet of the sanitary sewer lateral.	4.0	6.0	EA	\$2,000.00	\$12,000.00
14	accrylamide based grout	1,405.0	1203.2	Gal	\$1.00	\$1,203.20
15	abandon 48" diameter sanitary manhole structure	1.0	1.0	EA	\$956.00	\$956.00
<b>TOTAL</b>						<b>\$698,319.84</b>

# CITY OF WAUWATOSA

FINAL - PAYMENT NO. 5

PROJECT NO. 3002

2 PAGES

CONTRACT 13-02: **SANITARY SEWER IMPROVEMENTS**  
 CONTRACTOR: **Visu-Sewer, Inc.**  
 CONTRACT PERIOD: **August 26, 2013 through October 26, 2013**

NO.	EXTRA ITEM	NO. OF UNITS	UNIT	UNIT PRICE	TOTAL AMOUNT
EX1	Water Service Alteration on 08/08/13	1	EA	\$ 475.00	\$475.00
EX2	Water Service Alteration on 08/13/13	1	EA	\$ 475.00	\$475.00
<b>Extra Total</b>					<b>\$950.00</b>

TOTAL DUE TO DATE \$699,269.84  
 AMOUNT PAID TO DATE \$833,694.07  
AMOUNT DUE THIS PAYMENT \$65,575.77

STATEMENT OF FINAL QUANTITIES

CALCULATED BY: Maggie Anderson DATE: 04/22/14  
 CIVIL ENGINEER

APPROVED BY: [Signature] DATE: 4/28/14  
 CONTRACTOR

APPROVED BY: [Signature] DATE: 4/30/14  
 CITY ENGINEER

**Sanitary Sewer** \$699,269.84

CITY OF WAUWATOSA  
Resolution

By:

---

BE IT RESOLVED, By the Board of Public Works of the City of Wauwatosa, Wisconsin that the proper City Officers be and they are hereby authorized and directed to issue City orders in favor of the contractor listed below in the amount listed in the column headed "Amount" as partial payment for work completed as indicated on the attached Exhibit pursuant to the terms of the contract noted.

<u>Contractor</u>	<u>Payment No.</u>	<u>Contract/Project No.</u>	<u>Amount</u>
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Passed and Dated \_\_\_\_\_

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Secretary

Approved \_\_\_\_\_

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President