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www.cityofmequonwi.gov

Public Works Department

Joint Mequon-Thiensville Bike and Pedestrian Way Commission
Thursday, May 8, 2025
9:00 AM
South Conference Room

Agenda

1. Call to Order, Roll Call
2. Approval of Meeting Minutes
Action requested: review and approve
 - a. April 10, 2025 Minutes
3. Resident Communications

Citizens wishing to address the Commission on any matter not on the agenda may do so at this time. If you desire to be heard on agenda items, you may be heard when that item is considered on the agenda. The time limitation is FIVE minutes. Please state your name and address.

4. Discussion/Action Items
 - a. Joint M-T Bike and Pedestrian Way Commission Chair and Vice-Chair Election
 - b. 2024 Joint M-T Bikeway Annual Report
 - c. M-T Bike and Pedestrian Way Master Plan Project Prioritization Discussion
5. Other Business
6. Adjourn

Dated: May 2, 2025

/s/ *Kenneth Maciolek*, Chair

Notice is hereby given that a majority of other governmental bodies may be in attendance at this meeting to gather information about a subject over which they have decision making responsibility, although they will not take any formal action relative thereto at this meeting. Persons with disabilities requiring accommodations for attendance at this meeting should contact the City Clerk's Office at 262-236-2914 twenty-four (24) hours in advance of the meeting.

Any questions regarding this agenda may be directed to the Engineering Office at 262-236-2934, Monday through Friday, 8:00 am – 4:30 pm.



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Public Works Department

Joint Mequon-Thiensville Bike and Pedestrian Way Commission
Thursday, April 10, 2025
9:00 AM
South Conference Room

Minutes

- 1. Call to Order, Roll Call

Present:

Chair Kenneth Maciolek
Vice Chair Jim Doornek
Commissioner Ron Heinritz
Commissioner Rob Holyoke
Commissioner Kristin Wade

Absent:

Commissioner John Liegeois

Also in attendance were Assistant City Engineer McCraw, Engineering Technician Dandy, and Engineering Administrative Assistant Redeker.

- 2. Approval of Meeting Minutes
a. March 13, 2025 Minutes

RESULT: Approved [Unanimous]
MOVED BY: Commissioner Doornek
SECONDED BY: Commissioner Heinritz

AYES: Maciolek, Doornek, Heinritz, Holyoke, Wade

Attachment: 04-10-2025_Minutes (10316 : April 10, 2025 Minutes)

3. Resident Communications

Chair Maciolek stated there were no residents in attendance.

4. Discussion/Action Items

a. M-T Bike and Pedestrian Way Master Plan Project Prioritization Discussion

Commissioners discussed their plan for prioritizing projects from the master plan. They also discussed raising awareness of potential projects to engage the public and how to get projects done that are not included in other city projects like the annual road program. During the discussion, commissioners came up with their top four recommendations and plan to build on that during future meetings.

5. Other Business

Assistant City Engineer McCraw shared an update with the commissioners on the M-T Trails Foundation Highland Rd project timeline.

6. Adjourn

a. Motion to adjourn at 10:28 AM

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

MOVED BY: Commissioner Heinritz

SECONDED BY: Holyoke

AYES: Maciolek, Doornek, Heinritz, Holyoke, Wade

Respectfully Submitted,

Kaye Redeker



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Office of Engineering

TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission
FROM: Cole McCraw, Assistant City Engineer
DATE: May 8, 2025
SUBJECT: Joint M-T Bike and Pedestrian Way Commission Chair and Vice-Chair Election

Background

The Bikeway Commission must elect a new chair and vice-chair for 2025-2026.

Analysis

In accordance with Sec. 2-624 of the Mequon Code of Ordinances, the commission shall "elect a chair and a vice-chair from among its members at its first meeting each year following the common council organizational meeting."

Fiscal Impact

There is no fiscal impact associated with this item.

Recommendation

The Commission shall elect a chair and vice-chair in accordance with City Ordinances.



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Office of Engineering

TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission
FROM: Cole McCraw, Assistant City Engineer
DATE: May 8, 2025
SUBJECT: 2024 Joint M-T Bikeway Annual Report

The Commission may review the elements that are included in the draft annual report. The content of the report can be discussed at the meeting as well as the terms of submitting to the Common Council for adoption.

Attachments:
2024 Bike and Pedestrian Annual Report Draft (PDF)

2024 Annual Report
Joint Mequon-Thiensville Bicycle and Pedestrian Way Commission

The purpose of The Joint-Mequon-Thiensville Bicycle and Pedestrian Way Commission (the “Commission”) is to advise the Mequon Common Council and the Thiensville Village Board regarding the creation, revision, and implementation of the master plan for bicycle and pedestrian accessibility and safety throughout our communities.

The Commission currently consists of three members from Mequon: Kristen Wade; Jim Doornek, and Ken Maciolek and three members from Thiensville: Rob Holyoke; John Liegeois; and Ron Heinritz. There is a vacancy for a Mequon Commissioner. Sam Azinger left the Commission in May 2024 at the expiration of his term and has not yet been replaced. Despite the vacancy, the Commission has been able to maintain a quorum for its monthly meetings. In May 2024, Ken Maciolek was elected Chairman of the Commission and Jim Doornek was elected Vice-Chairman

Major Activities in 2024

Most of the Commission’s work in 2024 involved the development and implementation of the updated Mequon-Thiensville Bike and Pedestrian Master Plan. Funding for the study was obtained through a grant under the Federal Transportation Alternatives Program (“TAP”) which is managed by the Wisconsin Department of Transportation “WisDOT”. In January 2024, we were given authorization by WisDOT to begin the work designing the goals and objectives of the study.

Under the terms of the grant, a Request for Proposal (RFP) containing these goals and objectives was prepared by staff and the Commission and sent to engineering consulting firms to solicit proposals. Three firms submitted proposals to do the study. The Commission reviewed and rated each proposal and, on May 14, 2024, recommended that GRAEF Consulting be selected to do the work. After approval by the Common Council, a contract for the study was executed and the project was authorized to begin by WisDOT.

Kick-Off for the project began at the July, 2024 Commission Meeting. GRAEF began preparation of an on-line survey to solicit public input on bike and pedestrian issues in our communities. The Commission members provided considerable input into the development of survey questions. The Commission members also worked the booth at the “Taste of Mequon “on September 7, 2024, to obtain valuable in-person public input.

At each regular Commission Meeting from July through December 2024, The Commission reviewed the progress of the GRAEF in completing the tasks of the study. The Commission provided considerable input into the recommendations for improvements in bicycle and pedestrian facilities. A first draft of the updated master plan was completed by GRAEF on November 27, 2024. Presentations on this draft were made by GRAEF to the Mequon Council as a Whole and the Thiensville Village Board in December 2024. After a comment period for

the Council and Village Board to submit their views on the draft master plan, the final master plan was completed in February, 2025 and approved by the Council and Village Board in March, 2025.

The Commission now begins the task of providing advice on the implementation of the updated master plan. What was made clear throughout this process is that the Commission needs to prioritize recommendations in plan that are feasible from a cost and engineering perspective. There were concerns by expressed Council members that our previous plan contained too many projects that were not realistically achievable. As a result, many of the recommendations in the old master plan were not considered for implementation.

The Commission believes that the updated master plan contains recommendations that are feasible and can achieve the objective of improving the accessibility and safety of bicycle and pedestrian travel. Priorities will need to be updated every year to reflect planned road construction and other developments in our communities. The Commission has begun the process of prioritizing the recommended projects contained in the updated master plan. We will report our recommended priorities to the Council and Village Board within the next several months.

Other Activities in 2024

Reviewed Safety Issue of Ozaukee Interurban Trail (“OIT”) Railroad Crossing near WE Energies substation

Several Commissioners expressed concerns that the design of the fencing at the Wisconsin Southern Railway Crossing of the OIT about one mile north of Highland Road, posed a safety hazard. The crossing requires bicycles to make two ninety-degree turns within a twenty-foot area of fencing prior to crossing the tracks (“Maze Crossing”). Commissioners reported seeing bicyclists fall while trying to negotiate the sharp turns. An investigation of the crossing determined that it was required by the Wisconsin Railroad Commissioner as part of approval of the rerouting of the OIT around the WE Energies substation. Contact was made on the Railroad Commissioner and the Ozaukee Interurban Trail Advisory Committee to determine the procedures to follow if it was determined that changes in the design were warranted from a safety perspective. The issue was brought to the attention of GRAEF as part of master plan study. A recommended redesign to improve the safety of the crossing has been included in the final master plan.

Review of Bicycle and Pedestrian Accidents

The Commission reviewed police reports for bike and vehicle accidents involving injury. The purpose of the review was to determine if there were certain intersections or roads that posed an increased safety risk to bicycle riders or pedestrians. The OIT crossing at Donges Bay Road and the intersection of Mequon and Cedarburg roads were identified potential problem locations. The study of accidents was continued in the final master plan and possible

improvements to those two identified locations were included as Spot Improvements. The Commission will continue to monitor bicycle and pedestrian accidents and recommend actions to address any problem areas.

E-Bikes

The Commission reviewed the laws regulating battery powered bicycles. E-Bike usage on the OIT has increased significantly. Concerns have been expressed about the high speeds attained by these bikes. The Commission determined that a speed limitation could be implemented if it applied to all types of bicycles on the trail. Milwaukee County has adopted a twenty-five mile per hour limit on the Oak Leaf Trail. We anticipate that this issue will need to be addressed by all communities that the OIT passes through. The Commission believes that the OIT Advisory Committee may be the best group to come up with a recommended uniform approach to speed limits on the trail.

Closing

The members of the Commission appreciate the opportunity to serve the City of Mequon and the Village of Thiensville. We look forward to continuing our mission of providing advice to our elected officials on implementation of the master plan for bicycle and pedestrian travel in our communities.

Ken Maciolek
Chairman

DRAFT



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Office of Engineering

TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission
FROM: Cole McCraw, Assistant City Engineer
DATE: May 8, 2025
SUBJECT: M-T Bike and Pedestrian Way Master Plan Project Prioritization Discussion

Background

The Bikeway Master Plan appeared on the Public Works and Common Council agenda for adoption on March 11th, 2025. Given the plan was adopted as recommended, the plan development and approval for the master plan is now completed. The M-T Bikeway Commission can now consider using the plan to prioritize recommendations for the City and Village.

Prioritization discussions first began at the April meeting.

The report can be found on the City website below:

Final Draft Report: <https://www.cityofmequonwi.gov/media/24566>

Final Draft Report Appendices: <https://www.cityofmequonwi.gov/media/24571>

Analysis

Per City Ordinance, the defined purpose of the Joint M-T Bike and Pedestrian Way Commission is as follows:

The commission shall advise the common council and the Thiensville Village Board regarding the creation of, revisions to and implementation of a city- and village-wide master plan for bike and pedestrian ways and trails accessible to bicyclists, pedestrians and participants in other silent sports.

Also, in the City Ordinance and relating to the master plan, the commission has the following powers and duties:

- (1) Advise the common council and Thiensville Village Board regarding creation, revisions to and implementation of a city- and village-wide master plan for bike and pedestrian ways and ancillary services throughout the city and the Village of Thiensville.*
- (2) Set priorities for new bike and pedestrian ways or enhancements of existing routes in the master plan.*
- (3) Identify and prioritize critical gaps in bike and pedestrian ways.*

Staff recommends creating a separate recommendation list for each community.

The Commission discussed the following tentative schedule for prioritization.

Work Plan

- ~~April 10 - Discuss projects and priority ranking.~~
- May 8
 - Discuss projects and priority ranking.
 - 2024 Annual Report of Commission activities
- June 12 - Discuss and create overall priority list and vote to approve the Mequon priority list and the Thiensville priority list.
- Other 2025 items:
 - Discussion on steps to take to reestablish the Ozaukee Interurban Trail Advisory Committee

After the priority list is created, the Commission may review and revise the list annually, or on a case-by-case basis.

The list of corridors recommended for improvements is found attached to this memo. Commissioner Doornek provided an updated scoring sheet with additional information which can be discussed and considered.

Fiscal Impact

This item is for information and discussion only and does not carry a fiscal impact.

Recommendation

This item is for discussion only and no formal action is recommended. Staff recommends that the Commission begin discussing prioritization of project areas based on criteria discussed at the March 2025 meeting, generally including:

- Safety
- Road program 5-year plan item (5-year plan attached)
- Public Input/Opinion
- Feasibility
- Cost
- Identified as a high-use corridor

Attachments:

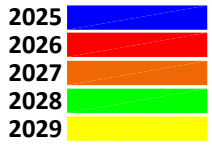
2025-2029 Street Five Year Plan (PDF)

Street Corridor List (PDF)

MT master plan corridors -facility keys (PDF)

MT master plan corridors - notes (PDF)

MT master plan corridors (PDF)



WisDOT

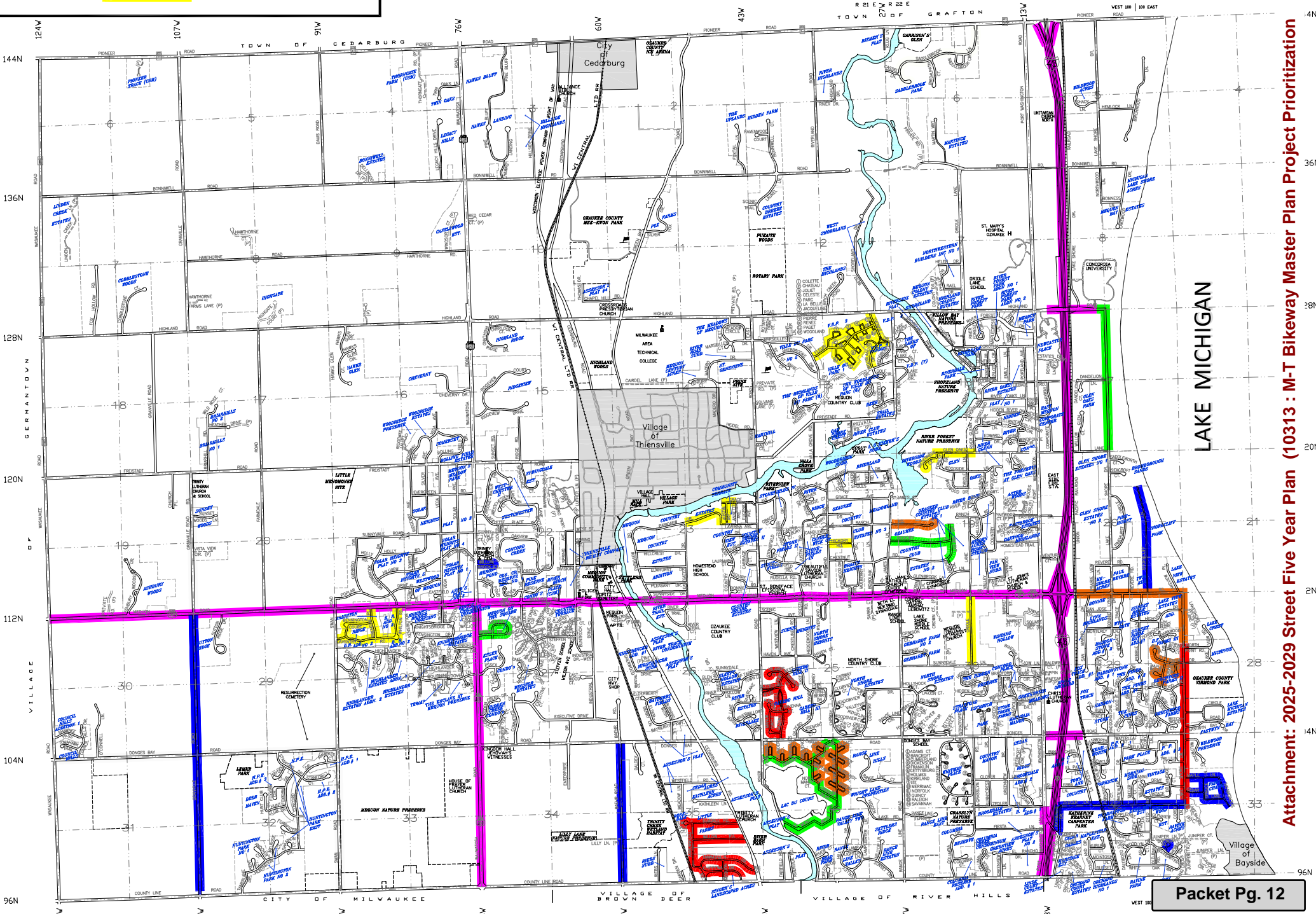
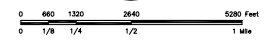


CITY OF MEQUON

5 YEAR PLAN 2025-2029



4.c.a



Attachment: 2025-2029 Street Five Year Plan (10313 : M-T Bikeway Master Plan Project Prioritization

North South Corridors

<u>Corridor</u>
Swan Road
Wauwatosa Rd / STH 181
Buntrock Avenue
Cedarburg Road / STH 57
Green Bay Road
River Road
Range Line Road
Port Washington Road / CTH W
Lake Shore Drive (with Zedler Lane)
Ozaukee Interurban Trail (OIT)

Attachment: Street Corridor List (10313 : M-T Bikeway Master Plan Project Prioritization Discussion)

East West Corridors

<u>Corridor</u>
Highland Road
Freistadt Road
Riverview Drive
Division Street
West Mequon Neighborhoods Bicycle Boulevard
Mequon Road
Mequon Road
Donges Bay Road
County Line Road

Spot Improvements

<u>Location</u>
OIT WE Energies Facility Safety Improvements
OIT Donges Bay Road Crossing
River Road Bridge
Donges Bay Road Bridge
Mequon Road Bridge
Mequon Road / Cedarburg Road Intersection Crosswalks
Mourning Dove Lane

Abbreviation	Description
PS	Paved Shoulder
BL	Bike lane
BBL	Buffered Bike Lane
SW	Sidewalk
SUP	Shared use path
BB	Bike Boulevard
EPS	Expanded Paved Shoulder

Notes
(1)- Bonniwell, Pioneer, Granville, Wasaukee, & Farmdale roads were ranked on plan but not included.
(2) Port to lakeshore volume drops to 2000
(3) This segment provides an alternative to improving the segment of Mequon rd. from Swan to Cedarburg rd. The Division street segment should be prioritized regardless of which alternative is selected. The segment of Cedarburg rd from Mequon to Division is also a consideration. See page 47 of report.
(4) This segment provides an alternative to improving the segment of Freistadt rd. from River rd to the OIT trail.
(5) Segment needs additional segmentation
(6) Map depicts OIT to Range line as recommended route - No bridge on County line.
(7) Public survey ranking was by corridor name only, not segmented.
(8) Willowbrook east of Wauwatosa planned for 2025
(9) Evaluated at 4/10/25 commission meeting for potential high prioritization
(10) The scope of this item requires further clarification to include RR crossing maze hazard.
(11) Graef recommends designated signage on all segments
(12) From Mequon 5 yr. road plan
(13) Requires coordination with OIT advisory committee & other communities.
(14) signage improvements needed

Community	Direction/Spot improvement	Corridor (See note 1)	Segment	Identified as high use corridor	Recommended bike route (note 11)	Safety Bike Crash inc. #	Future road work planned?	Public survey rank (note 7)	Speed (mph)	Traffic volume (vpd)	Existing Facility	Recommended facility (GRAEF)	Existing facility meets rec.	Feasibility	Cost	Overall Ranking		
GRAEF REPORT PAGE#				31	53	22	note 12	10	43	43	17	49	na					
M	E-W	County Line Road	Wasaukee Rd to Cedarburg rd.	N	N	#17	>5YR S	13	40	4000	4'PS	none	Y					
M	E-W		River rd. to Port Washington		note 6	none	>5YR S		30	1200	none	PS	N					
M	E-W	Donges Bay Road	Wasaukee Rd to Lemke park	Y	Y	none	>5YR S	7	40	4200	none	PS	N					
M	E-W		Lemke park to Wauwatosa			2	>5YR S		40	3900	9' SUP	none	Y					
M	E-W		Wauwatosa to Cedarburg			5,13, 14,15	>5YR S		35	3900	5' PS	SUP	N					
M	E-W SI		Milw. River bridge			na	na		NR	na	na	na	y	N				
M	E-W		River rd to Lake Shore			20,32	>5YR S		7	30	1200	4' PS	SUP	N				
M	E-W																	
M	E-W	Freistadt Road	Wausakee to Granville	N	N	none	>5YR S	NR	45	2200	na	PS	N					
M	E-W		Granville to OIT			none	>5YR S	NR	35	3400	4' PS	OK	Y					
T	E-W		OIT to River Rd (note 4)	Y	Y	7	VOT?	6	25	?	SW	SUP	N					
M	E-W & N-S		River rd. to Fieldwood to Highland	N	Y	none	>5YR S	6	25-35	1800	5'PS	none	y					
M	E-W	Highland Road	OIT to Rotary Park Shore Dr	v		Y	6	>5YR S	4	40	7700	3.5' PS	SUP	N				
M	E-W		Rotary Park to Maplecrest In.			none	>5YR S		35-40	9100	3.5' PS	SUP	N					

Attachment: MT master plan corridors (10313 : M-T Bikeway Master Plan Project Prioritization

Community	Direction/Spot improvement	Corridor (See note 1)	Segment	Identified as high use corridor	Recommended bike route (note 11)	Safety Bike Crash inc. #	Future road work planned?	Public survey rank (note 7)	Speed (mph)	Traffic volume (vpd)	Existing Facility	Recommended facility (GRAEF)	Existing facility meets rec.	Feasibility	Cost	Overall Ranking	
GRAEF REPORT PAGE#				31	53	22	note 12	10	43	43	17	49	na				
M	E-W	Highland Road	Maplecrest In. to Port Wash. rd.	Y	Y	none	>5YRS	4	35	9100	3.5' PS & 8'SUP	SUP	Y				
M	E-W		Port Wash to LS drive			23,24	DOT ?		35	?	MIXED	?	?				
M	E-W		Wasaukee Rd to Swan Rd	Y	Y	none	DOT ?		45	12,000	2'-3' PS	BL	N				
M	E-W	Mequon Road	Swan to Wauwatosa (note 3)			none	DOT 2025		40	12000	none	BL	N				
M	E-W		Wauwatosa to OIT (note 3)	N	N	#3, #4, #11	DOT ?		40	17000	5' SW	SUP	N				
M	E-W		OIT to RR			#19, #28	DOT 2025?	1	40	23000 (note 2)	5' SW	SUP	N				
M	E-W		RR to Lakeshore N	Y	Y	none	2027		35	2,000	3.5' PS	BL?	N				
M	E-W		RR to Lakeshore S			none	2027		35	2,000	1.5' PS	SUP + EPS	N				
M	E-W SI		Milw. River bridge			none	DOT?		40	23,000	5' SW	BBL	N				
M	N-S & E-W SI		Mequon / Cedarburg Intersection			#12,	DOT?		40M/30C	32000	na	pg. 42	NA				
M	E-W		Mequon rd. alternate - Swan to	West Mequon Neighborhoods Swan to Buntrock	Y	Y	none	>5YRS (note 8)	NR	25	NA	none	BB	N			note (9)

Attachment: MT master plan corridors (10313 : M-T Bikeway Master Plan Project Prioritization

Community	Direction/Spot improvement	Corridor (See note 1)	Segment	Identified as high use corridor	Recommended bike route (note 11)	Safety Bike Crash inc, #	Future road work planned?	Public survey rank (note 7)	Speed (mph)	Traffic volume (vpd)	Existing Facility	Recommended facility (GRAEF)	Existing facility meets rec.	Feasibility	Cost	Overall Ranking
GRAEF REPORT PAGE#				31	53	22	note 12	10	43	43	17	49	na			
M-T		Cedarburg (note 3)	Division Street			none	>5YR S VOT?	18	25	NA	none	SW + BL	N			note (9)
T	E-W	Riverview Drive (note 4)	Freistadt to Main st.	N	Y	none	VOT?	NR	25	NA	none	BB	N			note (9)
M	E-W SI	Mourning Dove Lane		N	Y	none	na	NR	na	na	none	SUP	N			
M	N-S	Buntrock Avenue	Mequon to curve	N	Y?	none	>5YR S	20	25	1200	none	SW + BL	N			note (9)
T	E-W		curve to Main			#9	VOT?		25	1200	SW	BL	N			note (9)
M-T	N-S	Cedarburg Road/Main st.	County line to Westfield	Y	Y	none	>5YR S	2	45	9900	4' PS	8' PS +SUP	N			
M			Westfield to Mequon	N	N	none	>5YR S		45/30	9900	4' PS	none	Y			
M			Mequon to Division (note 3)	Y	Y	none	>5YR S		30	11600	5'SW	SUP	N			
T			Division to north VOT	N	N	none	VOT?		30	11600	5'SW	none	Y			
M			north VOT to Pioneer			none	>5YR S		45	5500	4' PS	none	Y			
T	N-S	Green Bay Road	Main to Riverview	N	N	9	VOT?	5	25	5300	5' SW	none	Y?			
T			Riverview to Heidel		Y	none	VOT?		25	5300?	5' SW	none	Y			
M-T			Heidel to Highland		Y	8	VOT + M		35	5300?	4' PS	SW or SUP	N			

Attachment: MT master plan corridors (10313 : M-T Bikeway Master Plan Project Prioritization

Community	Direction/Spot improvement	Corridor (See note 1)	Segment	Identified as high use corridor	Recommended bike route (note 11)	Safety Bike Crash inc, #	Future road work planned?	Public survey rank (note 7)	Speed (mph)	Traffic volume (vpd)	Existing Facility	Recommended facility (GRAEF)	Existing facility meets rec.	Feasibility	Cost	Overall Ranking	
GRAEF REPORT PAGE#				31	53	22	note 12	10	43	43	17	49	na				
M			Highland to Pioneer		N	6	>5YRS		35	5300?	none	none	Y?				
M	N-S	Lake Shore Drive	Zedler to Mequon Rd	Y	Y	none	2026	11	35	1650	1.5'PS	SUP + EPS	N			note (9)	
M			Mequon to Glen Oaks	Y	y	none	>5YRS		30	1000?	2.5'PS	EPS	N				
M			Glen Oaks to Highland	Y	y	none	2028		30	1000?	3.5'PS	EPS	N				
M			Highland to Pioneer	N?	N?	21,23	>5YRS		35-40	760	3.5'PS	none	?				
M-T	N-S	Ozaukee Interurban Trail (OIT) (note 5)	County Line Rd to Pioneer Rd	Y	Y	none	note 13	3	na	na	SUP	note 13	na				
M	N-S SI		Donges Bay Road Crossing					NA									
M	N-S SI		WE Energies Facility (note10)					NA									
M	N-S	Port Washington Road / CTH W)	County line to Katherine	N?	Y	none	>5YRS	8	35	16000	5'BL + SUP	none	y (note 14)				
			Katherine to Zedler			none	>5YRS		35	10000	5'BL	none					
			Zedler to Winding Hollow	Y		none	>5YRS		35	12000	3.5'BL (CURB)	none	y?				
			Winding Hollow to Glen Oaks			#25,#26,#27	>5YRS		35	15000	2' BL (CURB)	EBL + SUP	N				

Attachment: MT master plan corridors (10313 : M-T Bikeway Master Plan Project Prioritization

Community	Direction/Spot improvement	Corridor (See note 1)	Segment	Identified as high use corridor	Recommended bike route (note 11)	Safety Bike Crash inc, #	Future road work planned?	Public survey rank (note 7)	Speed (mph)	Traffic volume (vpd)	Existing Facility	Recommended facility (GRAEF)	Existing facility meets rec.	Feasibility	Cost	Overall Ranking
GRAEF REPORT PAGE#				31	53	22	note 12	10	43	43	17	49	na			
			Glen Oaks to Highland	Y		none	>5YR S		45	12000	4' BL	5' SW	N			
			Highland to Pioneer	N	N	none	>5YR S		45	8700	4' BL	none	y			
M	N-S	Range Line Road	County line to Donges Bay	N	Y	none	>5YR S	10	30	3100	1.5' PS	none ?	?			
			Donges Bay to Mequon			none	>5YR S		30	3300	1.5' PS	SUP	N			
M-T	N-S	River Road	Freistadt Rd to Highland Rd	Y	y	none	>5YR S VOT?	12	30	970	5'PS	OK	Y			
M-T	N-S SI	River Road Bridge		N	N			NA								
M	N-S	Swan Road	County Line to Donges Bay	N	N	na	>5YR S		45	1300	none	none				
			Donges Bay Rd to Daventry	Y	Y	na	>5YR S	14	45	1800	9'SUP	OK				
			Daventry to Mequon	Y	Y	na	>5YR S		45	1800	none	SUP				*
		Wauwatosia Rd	County Line to Donges Bay	N	Y		DOT?		45	9100	12' PS	BL	N			
			Donges Bay to Mequon	N	Y		DOT?		45	11500	12' PS	BL + SW(E)	N			

Attachment: MT master plan corridors (10313 : M-T Bikeway Master Plan Project Prioritization

Community	Direction/Spot improvement	Corridor (See note 1)	Segment	Identified as high use corridor	Recommended bike route (note 11)	Safety Bike Crash inc, #	Future road work planned?	Public survey rank (note 7)	Speed (mph)	Traffic volume (vpd)	Existing Facility	Recommended facility (GRAEF)	Existing facility meets rec.	Feasibility	Cost	Overall Ranking	
M	N-S	GRAEF REPORT PAGE# / STH 181		31	53	22	note 12	10	43	43	17	49	na				
			Mequon to Highland	N	Y	none	>5YRS		9	35-40	9700	2.5' PS	BL + SW (EW)	N			
			Highland to Pioneer	N	Y		>5YRS			40	7300	2.5' PS	BL + SW (EW)	N			