



11333 N. Cedarburg Road  
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[www.cityofmequonwi.gov](http://www.cityofmequonwi.gov)

Public Works Department

**Joint Mequon-Thiensville Bike and Pedestrian Way Commission**  
**Thursday, June 12, 2025**  
**9:00 AM**  
**North Conference Room**

**Agenda**

1. Call to Order, Roll Call
2. Approval of Meeting Minutes  
**Action requested: review and approve**
  - a. May 8, 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. WisDOT Comments for STH181 from County Line to Mequon Road
  - b. M-T Bike and Pedestrian Way Master Plan Project Prioritization Discussion
5. Other Business
6. Adjourn

Dated: ..... /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, May 8, 2025**  
**9:00 AM**  
**South Conference Room**

**Minutes**

1. Call to Order, Roll Call

**Present:**

- Chair Kenneth Maciolek
- Vice Chair Jim Doornek
- Alderman Gregg Bach
- Commissioner Ron Heinritz
- Commissioner John Liegeois
- Commissioner Kristin Wade

**Absent:**

- Commissioner Rob Holyoke

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

2. Approval of Meeting Minutes

a. April 10, 2025 Minutes

**RESULT:** **Approved [Unanimous]**

**MOVED BY:** Commissioner Heinritz

**SECONDED BY:** Commissioner Doornek

**AYES:** Maciolek, Doornek, Bach, Heinritz, Liegeois, Wade

Attachment: 05-08-2025\_Minutes (10428 : May 8, 2025 Minutes)

3. Resident Communications

Chair Maciolek stated there were no residents in attendance.

4. Discussion/Action Items

a. Joint M-T Bike and Pedestrian Way Commission Chair and Vice-Chair Election

The committee voted unanimously to re-elect Chair Maciolek and Vice-Chair Doornek to their respective positions for another term of one year.

**RESULT:** Approved [Unanimous]

**MOVED BY:** Commissioner Liegeois

**SECONDED BY:** Commissioner Wade

**AYES:** Maciolek, Doornek, Bach, Heinritz, Liegeois, Wade

b. 2024 Joint M-T Bikeway Annual Report

The 2024 annual report, drafted by Chair Maciolek, was discussed. A vote to approve the report was motioned by Commissioner Wade and seconded by Commissioner Heinritz and passed unanimously.

**RESULT:** Approved [Unanimous]

**MOVED BY:** Commissioner Wade

**SECONDED BY:** Commissioner Heinritz

**AYES:** Maciolek, Doornek, Bach, Heinritz, Liegeois, Wade

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

The Commission continued its prioritization of master plan projects from last month's meeting, and were able to settle on the top 4 projects that they would like to move forward on. They will continue to prioritize the rest of the master plan projects at upcoming meetings.

5. Other Business

Discussion ensued regarding a recent news article tying a DOT project to a municipality's bike and pedestrian master plan. Commissioners also discussed the relatively new Mequon Civic Campus Master Plan.

- 6. Adjourn
  - a. Motion

**RESULT:**                    **Approved by Voice Acclamation [Unanimous]**  
**MOVED BY:**                Commissioner Heinritz  
**SECONDED BY:**            Commissioner Wade

**AYES:**                    Maciolek, Doornek, Bach, Heinritz, Liegeois, Wade

Respectfully Submitted,

*Kaye Redeker*

Attachment: 05-08-2025\_Minutes (10428 : May 8, 2025 Minutes)



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**Office of Engineering**

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**TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission**  
**FROM: Cole McCraw, Assistant City Engineer**  
**DATE: June 12, 2025**  
**SUBJECT: WisDOT Comments for STH181 from County Line to Mequon Road**

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The Commission requested discussion for the upcoming WisDOT project on Wauwatosa Road (STH 181) from County Line Road to Mequon Road (STH 167).

Project information can be found on the WisDOT website:  
<https://wisconsindot.gov/Pages/projects/by-region/se/181ozauk/default.aspx>



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Office of Engineering

**TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission**  
**FROM: Cole McCraw, Assistant City Engineer**  
**DATE: June 12, 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.~~
- Summer 2025
  - Discuss projects and priority ranking.
  - ~~2024 Annual Report of Commission activities~~
  - 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.

Commissioners requested more cost information on the West Mequon Neighborhoods Bicycle Route for the meeting. The GRAEF report included some baseline cost information that was used for the estimate below.

**West Mequon Neighborhoods Bicycle Route**

| <b>Item</b>                   | <b>Quantity</b> | <b>Estimated Unit Cost</b> | <b>Est. Total Cost</b> |
|-------------------------------|-----------------|----------------------------|------------------------|
| Signs                         | 7 each          | \$300                      | \$2,100                |
| Painted Crosswalk             | 90 ft           | \$5/ft                     | \$450                  |
| Crossing Signs/Activated RRFB | 1 each          | \$30,000                   | \$30,000               |
| <b>Total</b>                  |                 |                            | <b>\$32,550</b>        |

If shared lane markings are proposed, the estimated unit cost is \$350/each.

**Recommendation**

This item is for discussion only and no formal action is recommended. Staff recommends that the Commission discuss prioritization of project areas based on the decided criteria.

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)

- 2025
- 2026
- 2027
- 2028
- 2029

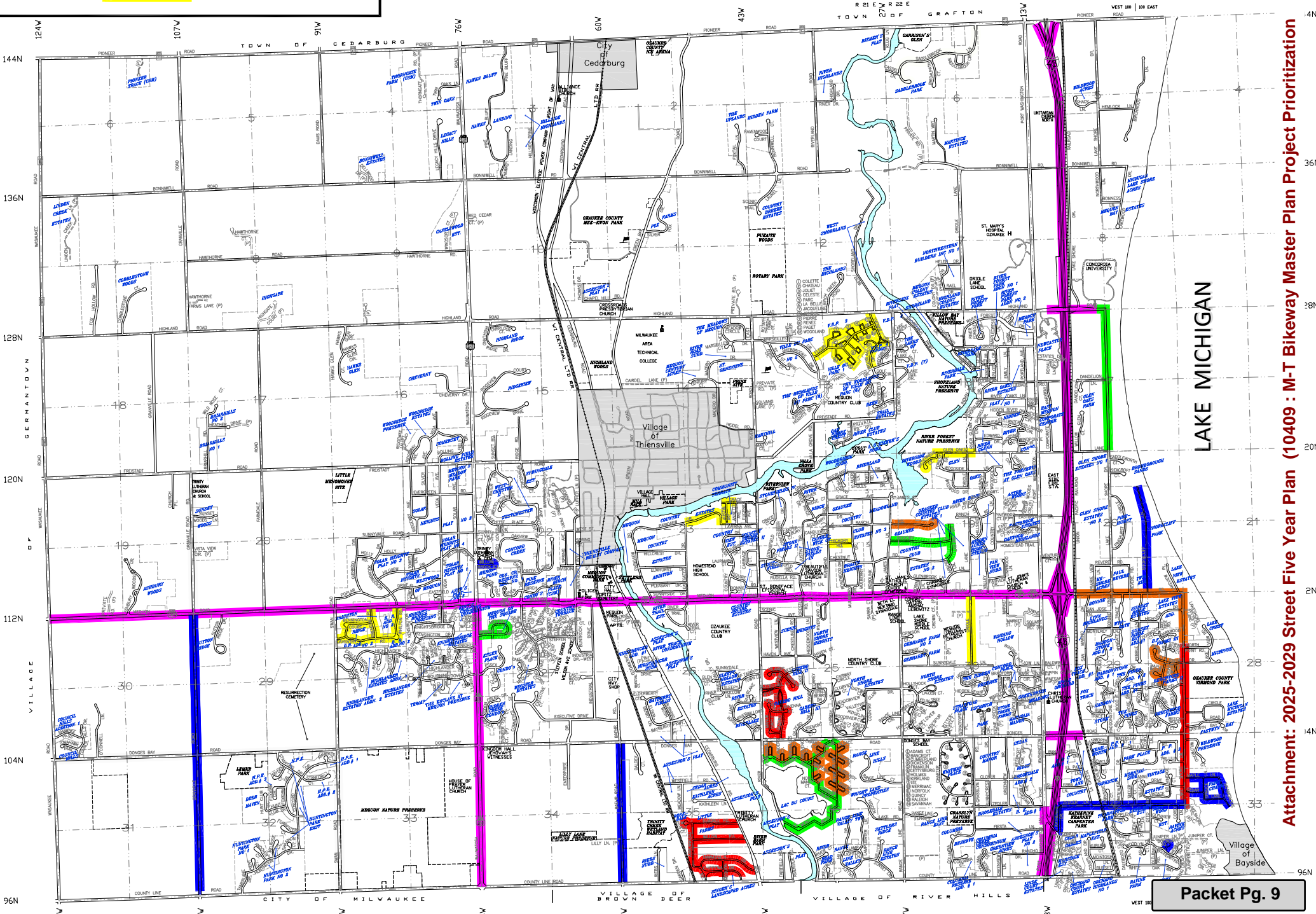
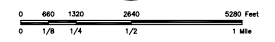
WisDOT

# CITY OF MEQUON

5 YEAR PLAN 2025-2029



4.b.a



Attachment: 2025-2029 Street Five Year Plan (10409 : 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)      |

# 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                            |

Attachment: Street Corridor List (10409 : M-T Bikeway Master Plan Project Prioritization Discussion)

# 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                                   |

| <b>Abbreviation</b> | <b>Description</b>      |
|---------------------|-------------------------|
| 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                        |                                    | 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                        | OIT to Rotary Park Shore Dr        |                               | Y                               | 6                                | >5YR S                   | 4                         | 40                          | 7700        | 3.5' PS              | SUP               | N                            |                              |             |      |                 |   |  |
| M                  | E-W                        | Highland Road                      | Rotary Park to Maplecrest In. | v                               |                                  | none                     | >5YR S                    |                             | 35-40       | 9100                 | 3.5' PS           | SUP                          | N                            |             |      |                 |   |  |

Attachment: MT master plan corridors (10409 : 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 (10409 : 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                                | 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          | N                               | Y                                | 8                        | VOT + M                   |                             | 35          | 5300?                | 4' PS             | SW or SUP                    | N                            |             |      |                 |          |  |

Attachment: MT master plan corridors (10409 : 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 (10409 : 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 (10409 : 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#<br>/ 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           |      |                 |  |