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Public Works Department

Joint Mequon-Thiensville Bike and Pedestrian Way Commission

Thursday, October 10, 2024

9:00 AM

North Conference Room

Agenda

1. Call to Order, Roll Call

2. Approval of Meeting Minutes

Action requested: review and approve

a. September 5, 2024 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 Bikeway Planning Study Discussion

b. Discussion of Recommended Standards for Widths of Shared Use Bike Paths

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, September 5, 2024

9:00 AM

North Conference Room

Minutes

1. Call to Order, Roll Call

Present:

Chair Kenneth Maciolek
 Vice Chair Jim Doornek
 Commissioner Ron Heinritz
 Commissioner John Liegeois
 Commissioner Kristin Wade

Absent:

Commissioner Rob Holyoke

Representatives from Graef and Thiensville resident Joe Dermody were in attendance. City Engineer/Director of Public Works Lundeen, Assistant City Engineer McCraw, and Engineering Administrative Assistant Redeker were also in attendance.

2. Approval of Meeting Minutes

a. August 15, 2024 Minutes

RESULT: **Approved [Unanimous]**

MOVED BY: Commissioner Doornek

SECONDED BY: Commissioner Liegeois

AYES: Maciolek, Doornek, Heinritz, Liegeois, Wade

Attachment: 09-05-2024_Minutes (9746 : September 5, 2024 Minutes)

3. Resident Communications

Thiensville resident Joe Dermody was present to observe the meeting.

4. Discussion/Action Items

a. Freistadt Road and Green Bay Road Accident Discussion

Commissioners discussed a recent vehicle vs electric bicycle crash at the intersection of Freistadt Rd and Green Bay Rd in the Village of Thiensville.

b. Joint M-T Bikeway Planning Study Discussion

Representatives Craig and Karen from Graef presented an updated Crash Data Map and went over the plans for their booth at The Taste of Mequon with the commissioners. Some commissioners signed up for time slots to help cover the booth throughout the even.

5. Other Business

The commissioners and Graef representatives confirmed the next meeting date will be October 10, 2024 at 9:00 AM in the North Conference Room of Mequon City Hall.

6. Adjourn

a. Motion to adjourn at 10:01 AM

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

MOVED BY: Commissioner Heinritz

SECONDED BY: Commissioner Doornek

AYES: Maciolek, Doornek, Heinritz, Liegeois, 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: October 10, 2024
SUBJECT: Joint M-T Bikeway Planning Study Discussion

Background

GRAEF will be attending routine Bikeway Commission meetings to discuss progress and action items with City staff and the Commission.

Analysis

Please see the attached agenda from GRAEF for today's discussion items.

For reference, the current project timeline is included below.

Report/Meeting Title	Date
Draft Planning Report	November 7, 2024
Final Planning Report	December 5, 2024

The project timeline may be adjusted to plan for upcoming Committee of the Whole or Common Council meetings.

Fiscal Impact

This project is funded locally and through the WisDOT TAP Grant approved with RES. 4118.

Recommendation

There is no staff recommendation for this item.

Attachments:

2024-10-10 MT BikePed Plan AGENDA packet (PDF)

The Avenue
 275 West Wisconsin Avenue, Suite 3C
 Milwaukee, WI 53203
 414 / 259 1500
 414 / 259 0037 fax
www.graef-usa.com



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SUBJECT: Mequon-Thiensville Bike+Ped Planning Study: October Meeting Agenda

DATE: October 10, 2024

TIME: 9:00am-10:00am

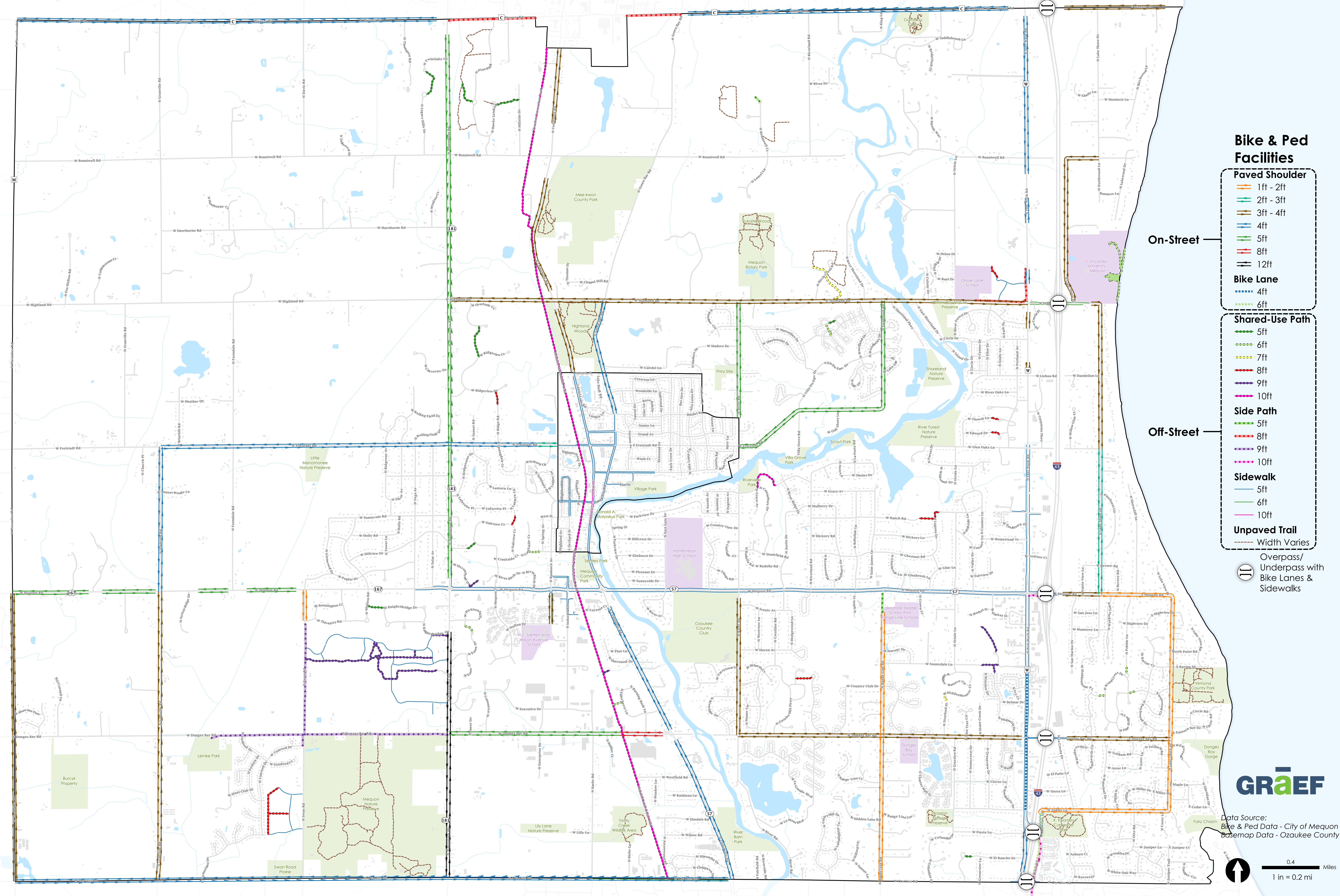
LOCATION: Mequon City Hall

1. Existing Facility Map Updates
 - a. See attached exhibit
2. Goals and Objectives; Planning Criteria Draft – Discuss proposed updates
 - a. GRAEF has provided revised goals and objectives that incorporate past 2010-2030 Plan goals, but also reflect current conditions and best practice. Attached you will find the draft goals and objectives, as well as a markup of the old 2010-2030 Plan goals.
3. 2010-2030 Plan Recommendations – Discuss Commission priorities
 - a. See Summary Status memo and Map exhibit for discussion.
4. Neighboring Jurisdictional Plans
 - a. See attached summary memo and map exhibit for discussion.
5. Stakeholder meetings summary
 - a. GRAEF has conducted meetings with SEWRPC, Milwaukee County, Route of the Badger, MT Trails Foundation, Bayside, Brown Deer, Cedarburg, Germantown. GRAEF has reached out to Ozaukee County but no response has been received. Planning considerations have been incorporated into the “Neighboring Jurisdictional Plan Summary document”.
6. E-bike Classification and Regulation Summary
 - a. Info Sheet: [E-Bike-Law-Handouts WI 2022 \(prismic-io.s3.amazonaws.com\)](https://prismic-io.s3.amazonaws.com)
 - b. See attachment
7. Community Feedback Summary
 - a. Shared via email on Sept. 17, 2024
8. Schedule Update
 - a. Draft Plan Report – November 29, 2024
 - b. Final Planning Report – December 27, 2024
 - c. Commission Recommendation of Plan for Approval – January 9, 2025
 - d. City and Village approvals in Jan/Feb 2025
9. Next Steps/Recap
 - a. Next Meeting: November 14

Existing Bike & Pedestrian Facilities

Mequon - Thiensville Bike & Ped Master Plan

10/4/2024 WORKING DRAFT





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Mequon-Thiensville Bike+Ped Planning Study: Recommended Goals & Objectives

October 10, 2024 DRAFT

The following recommendations are organized into goals and objectives to advance the implementation of the facilities in this plan.

GOAL 1: Facility Design: Design bicycle and pedestrian facilities for users of all ages and abilities across the Mequon-Thiensville community, using appropriate design features based on the facility type.

- Bikeway facilities should be appropriate to the street classifications, traffic volumes, and speed on all streets and should be safe for recreational and commuter cyclists.
- The design of facilities should anticipate likely behaviors of bicyclists and pedestrians who may be distracted, unaware of, or unlikely to follow conventional traffic rules.
- Ensure all local, County, and State projects take this 2024 Bike + Pedestrian Plan into consideration when maintaining or improving bike or pedestrian facilities.

GOAL 2: Routes and Connections: Connect residents and the broader community to destinations with continuous bicycle and pedestrian facilities as needed to facilitate safe, low-stress travel.

- Assess bicycle user demand to prioritize facility improvements between popular origins and destinations.
- Develop routes between schools, parks, and libraries that are safe for use by school-age children.
- Install bike parking and paths at schools, parks, libraries, and business areas.
- Develop a major east-west protected bicycling and pedestrian route to provide access between the Ozaukee Interurban Trail, The Milwaukee River, Lake Michigan, and the downtown. Plan for future connections to the Village of Germantown.
- Develop a system of bicycle route wayfinding signage across the community to direct bicyclists to the intended streets for bicycling. Indicate key destinations on this signage including regional trails (OIT, OLT), access points for Lake Michigan and the Milwaukee River, Downtown Thiensville, educational institutions, and major parks. Include signage along streets not designated as bicycle routes when intersecting a street that is designated as such.



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GOAL 3: Public Safety and Education: Develop a holistic approach to improving the safety of bicycle and pedestrian routes so that people of all ages and abilities feel comfortable choosing to walk and bike.

- Work with law enforcement to improve public education and awareness about safety and traffic rules for pedestrians/bikers, especially at crosswalks.
- Incorporate high visibility crossing improvements where bicycle routes and pedestrian facilities cross streets of all types. Utilize higher-visibility improvements where crossing volumes are the highest so as not to condition motorists to ignore the signage.
- Circulate maps and educational materials to the general public about bicycle routes and traffic rules to promote awareness of safe cycling in the community. Explore options to maintain an online resource that can be readily updated with current route information or partner with an entity who can do so.
- Explore opportunities to locate activities at trail entrances that can maximize activity such as plazas, community gardens, outdoor classrooms, benches, small events, and more.

GOAL 4: Intergovernmental Coordination: Work with the appropriate government agencies to coordinate trail planning and construction efforts.

- Communicate with Ozaukee County, Milwaukee County, and Washington County to coordinate the development of regional trails across municipal limits and seek funding for the development of regional trails within the community.
- Communicate with neighboring municipalities to coordinate the development of local bicycle and pedestrian facilities across municipal limits.
- Share updates in the planning and implementation of routes with SEWRPC and the Rails to Trails Conservancy to ensure the inclusion of local plans in regional efforts.
- Seek funding from private entities as well as County, State and regional jurisdictions to develop trails included in their long-range planning efforts within the community.



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2010-2030 Plan Goals & Objectives

The goals and objectives from the previous plan are annotated with how they have been carried over to the plan update.

GOALS AND OBJECTIVES OF THE COMMISSION

In order to develop the communities, Mequon and Thiensville established the Joint Bike and Pedestrian Ways Commission ("Commission") whose goals are stated here.

Goal 1 Provide safe travel for all modes of transportation on existing /proposed roadways. Objective: When reconstructing or repaving existing roadways paved shoulders or designated lanes shall be provided in accordance with the Wisconsin Bicycle Facility Design Handbook on those routes included in these recommendations and shown on the attached map.	Included under 2024 proposed Facility Design goal. Proposed to move to 2024 Plan Implementation section
Goal 2 Make all City of Mequon and Village of Thiensville cultural and recreational amenities accessible by bikers and pedestrians. Objective: - Provide marked bicycle routes to schools, parks, libraries, and historical sites as designated on the attached map. - Provide on-site bike paths and bike racks at all schools, parks, libraries, and business areas.	Included under 2024 proposed Routes and Connections objectives Included under 2024 proposed Routes and Connections objectives Included under 2024 proposed Routes and Connections objectives
Goal 3 Ensure that all new development and re-development includes bicycles and pedestrian facilities. Objective: New development will incorporate continuous networks of bicycle and pedestrian facilities that connect to adjoining streets and networks, including sidewalks where appropriate and marked bike lanes on all local collector streets.	Included under 2024 proposed Routes and Connections objectives Included under 2024 proposed Routes and Connections objectives



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▪ All existing roads improved or reconstructed due to new development will include bike and pedestrian facilities as designated by the these recommendations.	Proposed to move to 2024 Plan Implementation section
Goal 4 Establish a network of clearly marked bike and pedestrian routes. Objective: ▪ The City and Village will increase awareness and visibility of adopted bike routes by placing signs on major roadways that are designated as a route or intersect a route, and by proper road striping and marking of all designated bike routes where appropriate. • Take the 20 year Bike and Pedestrian Recommendations into account when maintaining or improving any local bike or pedestrian routes.	Included under 2024 proposed Routes and Connections objectives Included under 2024 proposed Routes and Connections objectives Reworded and included in proposed 2024 goals
Goal 5 Work with law enforcement to improve the safety for pedestrians/bikers, especially at crosswalks.	Updated this goal to emphasize education, and focus on road design for safety objectives.
Goal 6 Provide up-to-date maps of local bike/pedestrian routes and connections. Objective: • Maintain and keep current the MToutdoors.org web page for use by the bike/pedestrian, Mequon-Thiensville community. • Continue to create maps that would be available both on-line and printed for locally-marked routes. Include locations of bicycle-friendly businesses, restrooms, refreshments and sites of interest.	Included under 2024 proposed Public Safety and Education objectives Removed, site is not active Included under 2024 proposed Public Safety and Education



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Goal 7 Work with adjacent municipalities to provide safe bicycle and pedestrian travel between the City of Mequon and Village of Thiensville and the adjacent municipalities.

Objective:

- The City and Village will coordinate with adjacent communities such as Milwaukee and Brown Deer in an effort to provide a continuous bike and pedestrian friendly road system.
- To allow for safe travel from Mequon/Thiensville to other municipalities the Mequon/Thiensville bike system will include as many connections as feasible to continuous bike routes (example: Oak Leaf Trail and Interurban Bike Trail).

Included under 2024 proposed Intergovernmental Coordination goals and objectives

Included under 2024 proposed Intergovernmental Coordination goals and objectives

Included under 2024 proposed Routes and Connections objectives



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Mequon-Thiensville Bike+Ped Planning Study: 2010-2030 Mequon-Thiensville Bike Ped Plan Recommendations Status

Considerations

October 10, 2024 DRAFT

The previous version of this plan included several recommendations for facilities. Recommendations are organized as north-south or east-west corridor recommendations. The types of facilities recommended include bike lanes, paved shoulders, bicycle-pedestrian lanes, sidewalks, and off-street shared-use paths. Below is GRAEF's summary of status for each corridor. See separate exhibit "2010 MT Bike and Ped Plan Recommendations with existing Conditions".

M-T Corridor #1: Lake Shore Drive Bike Lanes

Status: **Not started**; ≤4ft paved shoulder

Planning Considerations and Commission Discussion Item: Retain this as a proposed corridor for 4' paved shoulders.

M-T Corridor #2: Port Washington Road Bike Lanes

Status: **Incomplete**; some ≤4ft paved shoulder north of Bonniwell Rd. Small sidepath section north of Highland Rd, on west side of street. 5ft sidewalks south of Glen Oaks Ln. 4' integral concrete curb/gutter bike lanes exist from Winding Hollow Ln to Zedler Ln.

Planning Considerations and Commission Discussion Item: Prioritize sidewalks from Highland Rd to Glen Oaks Ln. Transition on-street bike lanes to appropriate bike facility north of Winding Hollow Ln north to Pioneer Rd.

M-T Corridor #3: Range Line Road Bike Lanes

Status: **Incomplete**; ≤4ft paved shoulder with short 5ft sidepath segment at north terminus at Mequon Rd.

Planning Considerations and Commission Discussion Item: 4' paved shoulder and improved sidepath and crossing to school.

M-T Corridor #4: River Road Paved Shoulders and Bike/Ped Bridge

Status: **Not started**; no facilities between Heidel Rd and Freistadt Rd as identified. No bridge constructed. Low feasibility for bridge.

Planning Considerations and Commission Discussion Item: None



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M-T Corridor #5: Green Bay Road Bicycle-Pedestrian Lanes

Status: **Partial:** facilities constructed between Heidel Rd and Lake Bluff Rd as identified. Paved should facilities continuing north to Highland Rd as identified.

Planning Considerations and Commission Discussion Item: Are improvements north of Highland Rd important? Survey responses indicated this as a desired route. City of Cedarburg receptive to identifying Green Bay Rd as a bike route that would include bike/ped facilities, but no short-term plans exist within the City.

M-T Corridor #6: Ozaukee Interurban Trail S-Curve Straightening

Status: **Partially complete**

Planning Considerations and Commission Discussion Item: Work with Ozaukee County on safety measures.

M-T Corridor #7: Wauwatosa Road Bicycle-Pedestrian Lanes

Status: **Partially complete;** A 12' paved shoulder extends south from Knightsbridge Dr to County Line Rd. A gap still exists between Knightsbridge Rd to Mequon Rd. No striping or signage for pedestrians and bicycles exists.

Planning Considerations and Commission Discussion Item: This corridor is aligned with Neighboring Jurisdiction Planned Corridor #5 for enhanced bicycle facilities (such as protected bike lane, separate path within road right-of-way, or a buffered bike lane.) Future plans should include this higher level of protection.

M-T Corridor #8: Swan Road Hiking Trail

Status: **Not started;** no facilities exist along Swan Rd between Concord Dr and the nature Center. Access is possible along Donges Bay Rd. Low feasibility.

Planning Considerations and Commission Discussion Item: Although there is access along Donges Bay Rd, the trail spur west of the nature preserve connecting to Swan Rd still justifies a pedestrian facility along Swan Rd to grant access in more directions. Future connections to the Oak Leaf Trail via Neighboring Jurisdiction Planned Corridor #2: Kohl Park Segment of the Oak Leaf Trail should drive further considerations for connections to this site. Multiple connection options would be available.

M-T Corridor #9: Pioneer Road Bike Lanes

Status: **Complete;** 4ft paved shoulder continuous from Wasaukee Port Washington Rd with an additional 8' sidepath along the south side of the street from STH 181 to Green Bay Rd. New bike lanes and sidewalk at freeway overpass as exist.

Planning Considerations and Commission Discussion Item: Explore and advocated for intersection design improvements that include protection for bikes and peds.



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M-T Corridor #10: Highland Road Bike Lanes

Status: **Planning phase**; off-road sidepath funded through State from Rotary Park to OIT.

Planning Considerations and Commission Discussion Item: Include recommendation for extension of sidepath from Rotary Park to Port Washington Road. Also explore sidepath from OIT to STH 181.

M-T Corridor #11: Freistadt Road Sidepath

Status: **Not started**; no facilities between River Road and Green Bay Rd as identified.

Planning Considerations and Commission Discussion Item: Village Board supportive of sidepath, but funding is needed. Freistadt Rd in Washington County/Germantown is a “priority corridor” and is exploring improvements within the next 5-10 years.

M-T Corridor #12: Mequon Road Bike Lanes and Sidewalks

Status: **Partially complete**; Sidepath continues to sidewalk then ≤4ft paved shoulder all the way to Lake Shore Dr. Sidewalks have not been extended along Mequon Rd west of Cedarburg Rd to Meadowbrook Drive and Whilton Rd.

Planning Considerations and Commission Discussion Item: Paved shoulder improvements east of Lake Shore Dr. Long-range separated bike facilities from Cedarburg Road to STH 181?

M-T Corridor #13: Donges Bay Road Bike Lanes, Bike/Ped Bridge, and Trail

Status: **Partially Complete**; ≤4ft paved shoulder and sidewalks exist between Lake Shore Dr and Port Washington Rd.; ≤4ft paved shoulder continues all the way to River Rd. No bridge over the Milwaukee River has been installed. No off-street facilities east of Ozaukee Interurban Trail, to extend west of proposed bridge. No off-street facilities west of Lemke Park as identified. Low feasibility for bridge.

Planning Considerations and Commission Discussion Item: Bridge over Milwaukee River could connect existing bike facilities to east and west. Entire Donges Bay corridor should explore enhanced bike/ped facilities.

M-T Corridor #14: County Line Road Bike Lanes and Paved Shoulders

Status: **Partially Complete**; 4' paved shoulders existing from Wausaukee Rd to Cedarburg Rd.

Planning Considerations and Commission Discussion Item: Support paved shoulders from Range Line Rd to Port Washington Rd. Explore and advocated for intersection design improvements that include protection for bikes and peds.

2010 MT Bike and Ped Plan Recommendations with Existing Conditions

Mequon - Thiensville Bike & Ped Master Plan

10/3/2024 WORKING DRAFT

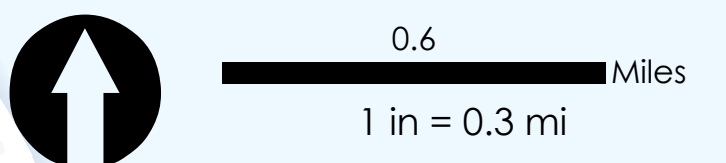
Legend

- 2010 MT Bike Plan Recommended Trails**
- Off-Street Shared Use Path
 - Sidewalks
 - Paved Shoulder (Bike Lanes)
 - Paved Shoulder (Bike Lanes) & Sidewalks
 - 2010 MT Bike Plan Recommended Bridges

- Existing Trails**
- Paved Shoulder
 - Shared-Use Path
 - Side Path
 - Sidewalk
 - Unpaved Trail

GRāEF

Data Source:
2010 MT Bike Recommendations -
City of Mequon
Basemap Data - Ozaukee County





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Mequon-Thiensville Bike+Ped Planning Study: Summary of Other Jurisdictional Plan Recommendations

October 10, 2024 DRAFT

Several planned facilities by surrounding municipalities, counties, SEWRPC, and the Rails to Trails Conservancy exist in and around the planning limits. Many of these jurisdictions have plans that include the same facility with minimal, to no, differences. These plans may call recommended facilities by different names or recommend different designs, but their general alignments are consistent. The number ID's of each of the following listed "Planned Corridors" correspond to the exhibit "Neighboring Jurisdictions Trail Plans".

Planned Corridor #1: Oak Leaf Trail - Menomonee Line

[Insert map of Menomonee Line extents from ½ mile south of the intersection of County Line Rd/Tamerslane Dr north to the Interurban Trail]

Planned Corridor #1: The Menomonee Line is identified in the following planning documents:

- [2020 SEWRPC Vision 2050 Update](#)
- [2023 Milwaukee County Northwest Side Trail Connections Plan](#)
- [2011 Ozaukee County Park and Open Space Plan](#) (identified as Little Menomonee River Recreation Corridor)
- [2019 Rails to Trails Conservancy Route of the Badger Plan](#)

Facility Type: Off-street multi-use trail (regional)

Alignment: Runs along the Little Menomonee River with small sections potentially aligned with local neighborhood streets. Terminates at the Ozaukee Interurban Trail at a WE Energies Power Station ½ mile north of Highland Rd.

Planning Considerations: Milwaukee County does not have any active plans to prioritize the planning and construction of this Menomonee Line in the near future. Mequon should continue to work with Ozaukee County to preserve this environmental corridor for potential trail inclusion. Mequon-Thiensville should explore alternate trail connection points with the Ozaukee Interurban Trail including Highland Road.

Planned Corridor #2: Oak Leaf Trail – Zip Line Trail: Kohl Park Segment

[Insert map of Kohl Park Segment extents from ½ mile south of the intersection of County Line Rd/Wauwatosa Rd north to the same intersection]

Planned Corridor #2: Kohl Park Segment of the Oak Leaf Trail is identified in the following planning documents:



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- 2020 SEWRPC Vision 2050 Update
- 2023 Milwaukee County Northwest Side Trail Connections Plan
- 2019 Rails to Trails Conservancy Route of the Badger Plan

Facility Type: Off-street multi-use trail (regional)

Alignment: Runs through Milwaukee County Kohl Park along environmental features from AC Hanson Park to the intersection of County Line Rd/Wauwatosa Rd (STH 181) and terminates at Fairy Chasm Drive. An additional spur connects this trail to the exit drive of Mequon Nature Preserve.

Planning Considerations: This is a funded trail segment slated for construction in 2025 by Milwaukee County. Explore future connections to this trail at the intersection of County Line Rd/Wauwatosa Rd with Milwaukee County. Also explore improved roadway crossing design at Mequon Nature Preserve and County Line Road.

Planned Corridor #3: Granville Rail with Trail

[Insert map of the Granville Rail Trail extents from ½ mile southwest of the intersection of County Line Rd and Wasaukee Rd along the Canadian National Railway]

Planned Corridor #3: Granville Rail Trail is identified in the following planning documents:

- 2020 SEWRPC Vision 2050 Update
- 2023 Milwaukee County Northwest Side Trail Connections Plan (Only this document shows the rail trail continuing southeast from this intersection. Other plans only show it traveling northwest.)
- [2021 Washington County Bikeway & Trail Network Plan](#) (identified as Eisenbahn State Trail Extension)
- 2019 Rails to Trails Conservancy Route of the Badger Plan

Facility Type: Off-street multi-use trail – Rail-with-Trail configuration (regional)

Alignment: Runs along the Canadian National Railway, an active rail line. From the southwest corner of Mequon northwest into Washington County. At least one plan also shows the trail alignment running southeast from this point into Milwaukee County as well.

Planning Considerations: Milwaukee County and Washington County state that the likelihood of this trail being developed is low. Coordinate with Milwaukee County, Washington County, the Rails to Trails Conservancy, and potentially the Canadian National Railroad for future connections.



Planned Corridor #4: County Line Road Bike Facilities

[Insert map of the County Line Road PBL extents east from Wasauke Rd on the west to the Menomonee Line at Tamerlane Dr to the east.]

Planned Corridor #4: County Line Road Bike Facilities is identified in the following planning documents:

- 2020 SEWRPC Vision 2050 Update
- 2023 Milwaukee County Northwest Side Trail Connections Plan
- 2019 Rails to Trails Conservancy Route of the Badger Plan (identified as Eisenbahn South Connection 3)

Facility Type: Off-street multi-use trail (regional); curb-protected on-street bike lanes

Alignment: Runs along County Line Rd between Wasauke Rd and the Menomonee Line at Tamerlane Dr. Side of street and facility type not determined.

Planning Considerations: This segment is a planned regional link between the Menomonee Line and the Oak Leaf Trail. An off-street facility is likely preferred; however, a curb-protected bike lane on either side of the street may be preferable depending on the trail conditions on either end. Coordinate with Milwaukee County and Ozaukee County to determine facility design.

Planned Corridor #5: Wauwatosa Road/N 76th St (STH 181) Bike Facilities

[Insert map of Wauwatosa Road Bike Facilities extending ½ south of County Line Rd from the south to ½ mile north of Pioneer Rd to the north.]

Planned Corridor #5: Wauwatosa Road Bike Facilities is identified in the following planning documents:

- 2020 SEWRPC Vision 2050 Update

Facility Type: On-street enhanced bicycle facility (such as protected bike lane, separate path within road right-of-way, or a buffered bike lane.)

Alignment: Runs along Wauwatosa Rd (STH 181) from Village of Brown Deer through entire city of Mequon limits and continues north.

Planning Considerations: Coordinate with State and provide preference for bicycle facility designs.



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Planned Corridor #6: Baehr Road/60th Street Bike Facilities

[Insert map of 60th Street Bike Facilities extending ½ mile south of County Line Rd]

Planned Corridor #6: Baehr Road/60th Street Bike Facilities is identified along 60th Street, terminating at County Line Rd in the following planning documents:

- [2024 Brown Deer CORP](#)
- 2020 SEWRPC Vision 2050 Update

Facility Type: On-street bike lane

Alignment: Runs along 60th St to intersection of County Line Rd/Baehr Rd at Mequon limits. Does not extend into Mequon.

Planning Considerations: Coordinate with the Village of Brown Deer for facility design plans for the bike lanes on 60th Street. Ensure County Line Road facilities are designed appropriately to allow users to travel East or West to reach major N-S trail corridors.

Planned Corridor #7: Milwaukee River Trail

[Insert map of Milwaukee River Trail extending ½ mile south of County Line Rd at Fairfield Rd]

Planned Corridor #7: Milwaukee River Trail is identified in the following planning documents:

- 2024 Brown Deer CORP

Facility Type: Off-street multi-use trail

Alignment: Runs along the west side of Milwaukee River north to the intersection of County Line Rd/Fairfield Rd.

Planning Considerations: Coordinate with the Village of Brown Deer for updates about the future construction of this planned trail facility. Ensure County Line Road facilities are designed appropriately to allow users to travel East or West to reach major N-S trail corridors.

Planned Corridor #8: Mequon Road (STH 167) Bike Facilities

[Insert map of Mequon Road Bike Facilities extending west of Wasaukee Rd beyond city limits and between Wauwatosa Rd (STH 181) to the Ozaukee Interurban Trail along Mequon Road.]

Planned Corridor #8: Mequon Road (STH 167) Bike Facilities is identified in the following planning documents:

- 2020 SEWRPC Vision 2050 Update



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- [2024 Germantown Trail Master Plan](#)

Facility Type: On-street enhanced bicycle facility (such as protected bike lane, separate path within road right-of-way, or a buffered bike lane.

Alignment: Runs along Mequon Rd to Wasaukee Rd at Mequon limits (Germantown Trail Plan) and east between Wauwatosa Rd (STH 181) to the Ozaukee Interurban Trail (SEWRPC).

Planning Considerations: Determine preferred facility type and recommended design for transition from on-street facilities to Ozaukee Interurban Trail including wayfinding signage and safety improvements. Coordinate connections across Wasaukee Rd with the Village of Germantown. Consider continuing the facilities between these two separate spans.

Planned Corridor #9: Freistadt Road Bike/Ped Facilities

[Insert map of Freistadt Rd extending ½ mile west of Wasaukee Rd]

Planned Corridor #9: Freistadt Road is identified as a planned combination of either off-road sidepath or on-street bike lanes in the following planning documents:

- 2020 SEWRPC Vision 2050 Update
- 2024 Germantown Trail Master Plan
- 2019 Washington County Bikeway & Trail Network Plan
- 2019 Rails to Trails Conservancy Route of the Badger Plan

Facility Type: Combination of on-street bike lane and off-street sidepath

Alignment: Runs along Holy Hill Road in Richfield, angles south along planned Goldendale Trail (Village of Germantown 2025 project), then runs parallel to Freistadt Road until Wasaukee Road.

Planning Considerations: Washington County identifies this corridor as a “priority corridor”. Coordinate with Washington County and Village of Germantown on future construction of this planned facility and potential extension into Mequon. Connections desired by the Village of Germantown to connect from this point to the Ozaukee Interurban Trail.

Planned Corridor #10: Donges Bay Bike/Ped Bridge

[Insert map of Donges Bay Rd extending ½ mile west of Wasaukee Rd]

Planned Corridor #10: Donges Bay Bike/Ped Bridge is identified as a bike/ped only river crossing in alignment with Donges Bay Road in the following planning documents:

- 2020 SEWRPC Vision 2050 Update



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Facility Type: Non-vehicular bike/ped bridge over the Milwaukee River

Alignment: Bike/ped trail with bridge connecting Donges Bay Road from North River Road to Cedarburg Road.

Planning Considerations: Coordinate with SEWRPC and Ozaukee County on funding opportunities.

Neighboring Jurisdictions Trail Plans

Mequon - Thiensville Bike & Ped Master Plan

10/3/2024 WORKING DRAFT

Legend

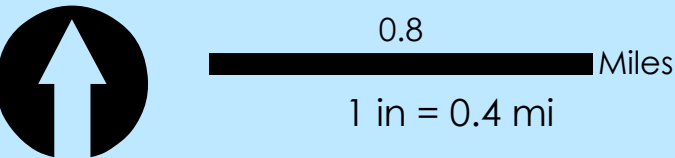
- 1. Oak Leaf Trail - Menomonee Line
- 2. Oak Leaf Trail - Zip Line
- 3. Granville Rail with Trail
- 4. County Line Road Bike Facilities
- 5. Wauwatosa Road/N 76th St (STH 181) Bike Facilities
- 6. Baehr Road/60th Street Bike Facilities
- 7. Milwaukee River Trail
- 8. Mequon Road (STH 167) Bike Facilities
- 9. Freistadt Road Bike/Ped Facilities
- 10. Dongs Bay Bike/Ped Bridge

Existing Trails

- Paved Shoulder
- Shared-Use Path
- Side Path
- Sidewalk
- Unpaved Trail
- Oak Leaf Trail



Data Source:
Vision 2050 Trails - SEWRPC
Basemap Data - Ozaukee County





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Mequon-Thiensville Bike+Ped Planning Study: E-bike Classification and Regulation Considerations

October 10, 2024 DRAFT

OVERVIEW:

In recent years, the rise of electric bicycles (also known as electric-assist bikes and e-bikes) in the U.S. has been tremendous, both in terms of sales and use. Market research shows skyrocketing growth in e-bike sales (not to mention pedal-bike sales) fueled by the pandemic lockdown, concerns about the economy (e-bikes – according to eBikes.org – save commuters about \$48/week compared to weekly single-occupancy vehicle commutes), and environmental factors (particularly air quality improvements). At a personal level, e-bikes are popular because they enable longer-distance trips and faster speeds, help riders tackle challenging hills, and take away some constraints caused by aging and physical limitations. The top reasons people use e-bikes are for leisure and fitness riding. In fact, about 15% of the U.S. population now owns at least one e-bike (as of 2023). Forecasts for 2024 expect over 44 million e-bikes in the U.S., with over 77 million expected by 2030. Planning for multi-use trails that accommodate emerging e-bike trends is paramount!

In the U.S., e-bike manufacture is regulated at the federal level while e-bike operation is regulated at the state level (and those state regulations vary widely). In Wisconsin, there are four classes of e-bikes, and classes 1-3 are regulated like non-motorized bicycles. Class 4 e-bikes are mopeds and are rather regulated like motorcycles; they are not covered herein. Classes 1-3 e-bikes in Wisconsin do not need to be registered, licensed, or insured. Classes 1-3 e-bikes vary in maximum speeds they can reach and whether a rider needs to pedal as follows:

e-Bike Class	Max. Electronic Assist Speed	Assist Type	Other
1	20 mph	Pedal	N.A.
2	20 mph	Pedal & Throttle	N.A.
3	28 mph	Pedal	Operators need to be 16 YO, although younger passengers may ride e-bikes designed for 2 riders

Classes 1-3 e-bikes are subject to the rules of the road. In addition, e-bikes can be used on Wisconsin's touring trails but not on mountain bike trails. Milwaukee County permits e-bikes (as well as e-scooters) on their trail system, but have enacted a 20 mph speed limit. This is loosely enforced in Milwaukee County through the staffing of 12 bicycle police officers. Generally, any safety requirements and suggestions apply equally to pedal and pedal-assist bicycles alike.



MASTER PLANNING CONSIDERATIONS:

While classes 1-3 e-bikes are allowed on bike paths in Wisconsin, Mequon and Thiensville DO have authority to restrict their use further. This master plan may consider whether there are (1) roadways or paths along which e-bikes should be further regulated and (2) classes of e-bikes that should be further regulated. This is a discussion that City of Cedarburg was interested in exploring alongside Ozaukee County and other County municipalities.

There are reasons to consider further regulating e-bikes, and those reasons generally fall into two categories. Those include:

Reasons to not further restrict e-bikes on non-motorized trails include that e-bikes help:

- (people with disabilities and/or who are older) keep up with the flow of other bicycle traffic
- (people) travel further than they are able under their own pedal power
- reduce the incidence and severity of chronic health conditions
- reduce the perception that only cars can take you there
- difficulty with enforcement (and associated costs)

Reasons to further restrict e-bikes on non-motorized trails include that e-bikes hinder:

- the enjoyment of other trail users
- safety, creating the potential for more dangerous conflicts and crashes

There are concerns for e-bike use on municipal streets as well. Their use on streets can result in the potential for higher-speed conflicts between auto/truck drivers and e-bike users, particularly at intersections. Also, there's a concern about equity in e-bike use and enforcement that's emerging among some users where local restrictions may adversely affect certain user types (e.g., regulations on throttle-controlled e-bikes in New York City, where delivery people are both more likely to own throttle-controlled e-bikes and be people of color).

In terms of regulating classes of e-bikes, in Mequon and Thiensville there are no requirements that are stricter than WI state bicycle laws in effect. It may be useful to consider if class 3 e-bikes should be restricted to avoid bike-pedestrian conflicts and crashes, although to date this has not been an issue on either streets or multi-use trails.

Pedestrian, pedal bike, and e-bike conflicts can be serious if trends in e-bike use continue as forecast due to speed. For most healthy adults, an average walking speed is about 3 mph. Where e-bikes may travel up to 28 mph, there is a large difference in speed compared to pedestrian and so a greater potential for injury. In addition to the large difference in traveling speeds possible, there are also different acceleration and deceleration rates that may contribute to



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conflict and a decrease in shared-space safety. Mequon and Thiensville should consider these factors in planning for future bicycle lane and trail use.

In terms of stricter regulations for e-bikes, enforcement can be difficult. People For Bikes recommends that e-bikes display at a minimum 9-point font stickers that identify them (per “Electronic Bike Classification Label Information,” Section 312.5, [c0de5d31-ded3-4e43-8ad9-401a0bc0083c_ebike-classification-stickers.pdf \(prismic.io\)](#)), but visibility is an issue when bikes of any kind are moving. As with many regulations, education and outreach are options to help improve adherence to regulations...but are as imperfect as human behavior. Also, police may be unable to determine if a bicycle is operating under assist mode and so there’s a concern stopping any bicyclist may exist where enforcement appears to be necessary.



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Office of Engineering

TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission
FROM: Cole McCraw, Assistant City Engineer
DATE: October 10, 2024
SUBJECT: Discussion of Recommended Standards for Widths of Shared Use Bike Paths

Background

Commissioners requested this item for discussion.

Analysis

Please find the attached documents and graphics for discussion.

- Freistadt Rd - Article in the recent news graphic
- Bikeway guidelines
- Traffic volume map from WisDOT counts
- Shared use path width standards

The Commission also requested discussing Mequon & Wauwatosa Road work, which appeared at the recent Mequon Common Council meeting.

The referenced bike facility guideline information can be found here:

[<https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/fhwasa18077.pdf>](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/fhwasa18077.pdf)

Fiscal Impact

This item is for discussion only and carries no fiscal impact.

Recommendation

Staff has no recommendation for this item. Staff would like to note that modern guidelines will be used to make recommendations in the planning study final report.

Attachments:

Freistadt Rd Proposal (PDF)

Bikeway Guidelines - Volume vs Speed (PDF)

Traffic Volume Map (PDF)

Shared Use Path Width Standards (PDF)

Village to weigh options regarding potential bike path

By Charley Hanney
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262-370-0665

THIENSVILLE — It's unclear how much would be spent, let alone if there's room for it on this year's budget, but village officials agreed that building a bicycle path along Freistadt Road between River and Green Bay roads is an amenity that needs to happen sooner rather than later.

"It's our obligation and our duty to really provide a safe walkway or path for our residents, no matter where we are here in Thiensville ...," Ken Kucharski told his fellow trustees during Monday's Committee of the Whole meeting. "It's such a busy road. In my mind, we need to get this project accomplished as soon as possible. I think it is that important."

If it were to be approved, the path is being eyed for the village right-of-way, likely on the north side of Freistadt Road. It would be separated from the road by a grass terrace.

Kucharski, like others, believes building it would improve what many have called an unsafe situation



Photo by Mark Justesen/News Graphic staff

Freistadt Road east of Green Bay Road is in need of a safe walkway, say many Thiensville Village leaders.

involving pedestrians and cyclists.

"It's a very narrow road," he said. "It's probably our third busiest traveling road in Thiensville ... We like Thiensville to be a walkable community, but it's a safety issue on Freistadt right now. This whole summer, (I've seen) moms walking with strollers, couples on an evening stroll, young kids with bikes ... there's people walking their dogs, I've seen skateboarders come down. It's a safety issue and for the road not

being wide enough and the sun out at certain times, I think it creates a dangerous spot."

According to Thiensville Director of Community Services/Public Works Andy LaFond, this topic has been in talks for more than a decade and will likely continue moving forward.

It was around 15 years ago when the village held a public hearing for those living on the north side of the road who were opposed to a path cutting through their yards.

The village instead looked

at adding sidewalks to both sides of the once county road that was reconstructed in 1985, but found that costs, which exceeded \$800,000, as well as a utility system on the south side made it less desirable despite any benefits.

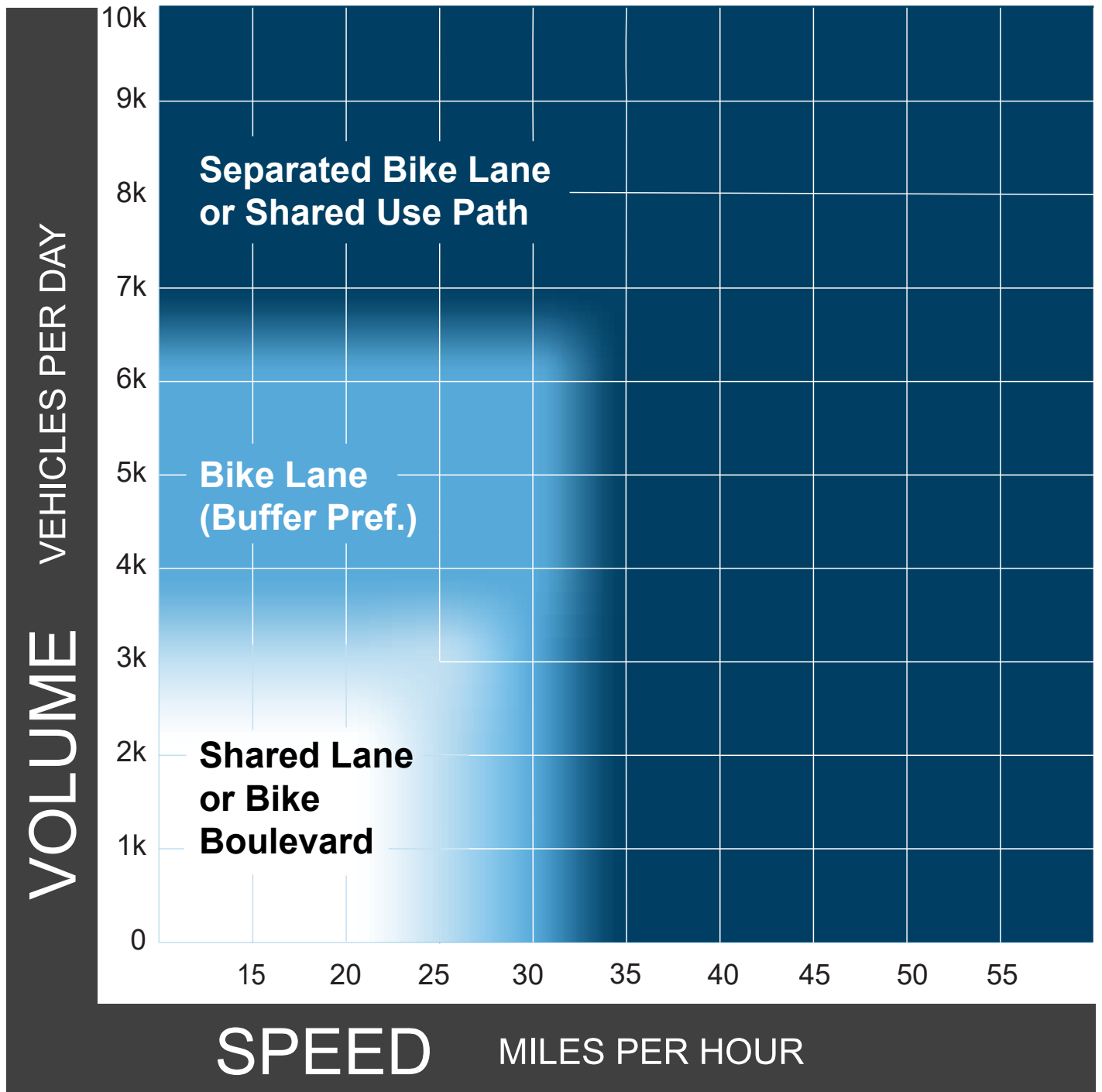
"But the most feasible cost is the north side," LaFond said. "There's plenty of right of way... the other side has everything else: storm sewer, electrical, AT&T, fiber optic."

The village priced out a 6-foot wide path, with construction costs plus any contingencies at that time totaling to \$318,000. LaFond noted that excess TIF funds could be one way to pay for the project depending on the district's financial gains.

"Increments can be spent on infrastructure within a half mile of a TIF district, but given some complexities with our low tax rate right now, I don't see increments coming in from the TIF district over and above from what we need there for maybe eight to 10 years ... So it would be a capital project," LaFond added.

The village hopes to further discuss the path in its upcoming budget discussion.

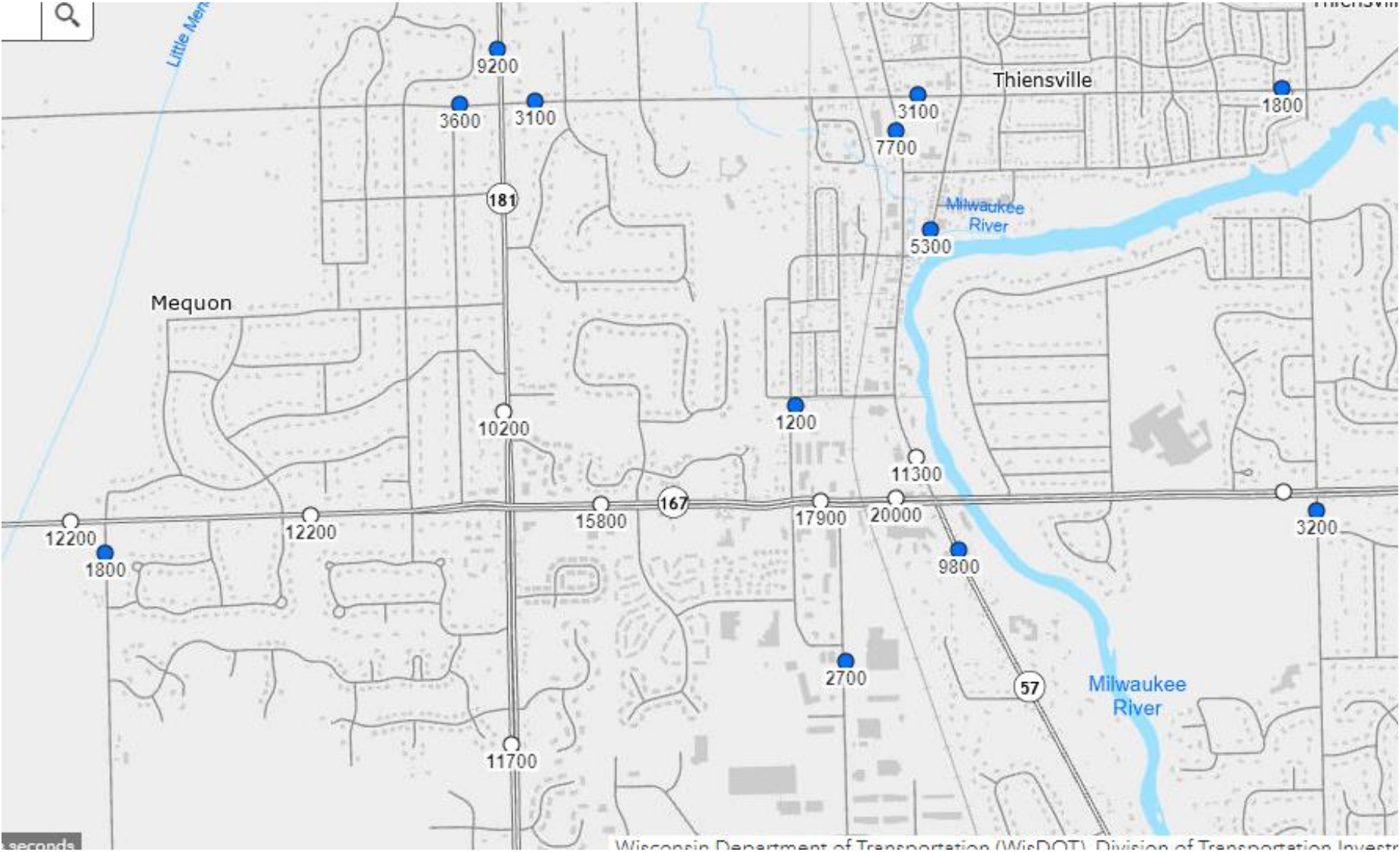
Figure 9: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

Traffic volume map showing average daily traffic volumes



Attachment: Traffic Volume Map (9740 : Recommended Standards for Widths of Shared Use Bike Paths)



A Typical shoulder Treatment on a rural highway.

Paved Shoulders

Wide curb lanes and bike lanes are usually preferred in restrictive urban conditions and the widened shoulder will generally be more accommodating in rural circumstances. Where it is intended that bicyclists ride on shoulders, smooth paved shoulders should be provided and maintained.

Rumble strips and grooved travel lane indicators can be a deterrent to bicycling on shoulders and their benefits should be weighed against the probability that bicyclists will ride in the motor

vehicle lanes to avoid them. Many states construct rumble strips with smooth short "bypasses" in the strips themselves to allow bicyclist shock-free passage.

Paved shoulders are generally established on rural arterial and collector highways. Shoulder width should be a minimum of 4 feet when intended to accommodate bicycle travel. Arterial highways with shoulders less than 4 feet wide normally should not be signed as bikeways or bike routes.



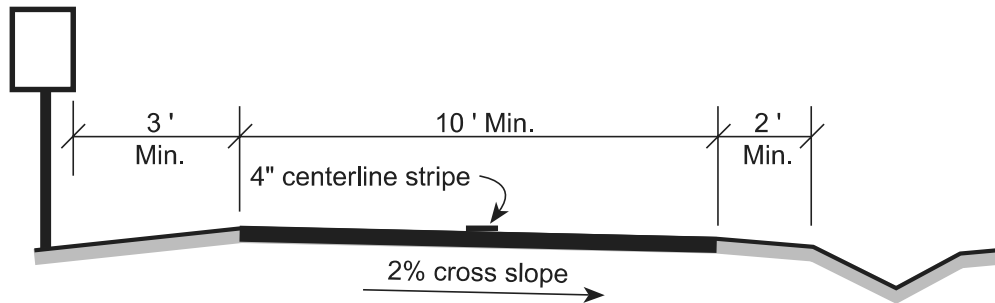
Shared-use Path

A shared-use path is a facility that is physically separated from motor vehicle traffic by an open space or barrier, and may be within the roadway right-of-way or within an open space. Paths are normally two-way facilities. They may be appropriate in corridors not served by other facilities, if there are few intersecting roadways and driveways.

Shared-use paths can provide good bicycle mobility under certain circumstances, especially where the path is truly isolated from motor vehi-

cles, such as along rivers grades, greenways, abandoned rail lines, and connections between subdivisions and cul- de-sacs. Special care must be taken to limit the number of at-grade crossings with streets and driveways. Two-way paths should not be placed on or adjacent to roadways. Otherwise, a portion of the bicycle traffic rides against the normal flow of motor vehicle traffic, which is contrary to the rules of the road. The AASHTO *Guide* suggests nine problems associated with bike paths located immediately adjacent to roadways (see p. 22 of this document).

According to AASHTO, under most conditions a recommended all-paved width for two-directional shared-use path is 10 feet. Eight feet is considered the minimum width but this width should only be used when there is low bicycle use, little expected pedestrian use,



A typical 10-foot shared-use path cross-section; 8 feet may be used in extremely low volume situations.

and no anticipated maintenance vehicle loading conditions that could cause damage to the pavement edges. Many communities and states have gone to a 10 foot minimum width for shared-use paths and a 12-foot width in high-use areas.

Shared-use paths, especially those in urban areas, attract a multitude of different users including bicyclists, pedestrians, runners, skate-boarders, skaters (in-line and traditional), and people walking their pets. When path use is high, conflicts always arise between the different user groups. For this reason, it is impractical to expect that an urban path will be used solely by bicyclists. Under congested conditions, faster moving bicyclists (15 mph or greater) should not be using the facility without reducing their speed.

The very popular Burke-Gilman path in Seattle, Washington actually is signed to direct “fast bicyclists” to alternate street routes instead of encouraging them to speed along on the path. When designing shared-use paths in urban areas, the assumption should be that the paths will be used by almost all of the above user groups, thus making a 10-foot path width a minimum. A 12-foot or greater width should be considered desirable.

The minimum width of a one-directional path is 5 feet. One-directional paths, however, are seldom used in the United States, in part, because they are almost always used in a two-directional fashion by bicyclists. One-directional paths should be signed and designed to limit counter-flow riding.

Where a path must be parallel and near to a roadway, there must be a 5-foot minimum width separation, or a physical barrier of sufficient height must be installed.

A minimum of a 2-foot “shy” or clear zone should be maintained adjacent to both sides of a path. The recommended width of two-way path structures (overpasses, underpasses, long bridges) is 12 feet (10-foot minimum width and a 1-foot shy distance on each side). Greater widths will be necessary where there is significant bicycle and pedestrian use and/or there are long grades.

Widths less than 12 feet should apply under less demanding conditions (low pedestrian and bicycle use, a relatively flat or short bridge deck, or bicyclists are permitted to use the motor vehicle

Path bridges should be wider than the path, with a 1-ft. clear zone on each side.

