



11333 N. Cedarburg Road
Mequon, WI 53092
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www.cityofmequonwi.gov

Public Works Department

Joint Mequon-Thiensville Bike and Pedestrian Way Commission

Thursday, October 9, 2025

9:00 AM

North Conference Room

Agenda

1. Call to Order, Roll Call

2. Approval of Meeting Minutes from September 11, 2025.

Action requested: review and approve

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. Mequon Commons Bike and Pedestrian Improvement Recommendations

5. M-T Bikeway Master Plan Project Prioritization Discussion

6. Other Business

7. Adjourn

Dated: October 6, 2025

/s/ Kenneth Maciolek, Chair

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

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



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Public Works Department

Joint Mequon-Thiensville Bike and Pedestrian Way Commission
Thursday, September 11, 2025
9:00 AM
North Conference Room

Minutes

1. Call to Order, Roll Call

Present:

Chair Kenneth Maciolek
Vice Chair Jim Doornek
Commissioner Rob Holyoke
Clint Sergi

Absent:

Alderman Gregg Bach
Commissioner Ron Heinritz
Commissioner Kristin Wade

The meeting was called to order 9:01 a.m.

2. Approval of Meeting Minutes

Action

Commissioner Holyoke made a motion to approve minutes of July 10, 2025.
Commissioner Doornek seconded the motion.
A voice vote was taken; vote passed (4-0)

Action

Commissioner Holyoke made a motion to approve minutes of August 14, 2025.
Commissioner Sergi seconded the motion.
A voice vote was taken; vote passed (4-0)

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

Attachment: Bikeway Minutes 10.09.29 (10702 : Minutes)

AYES:	Maciolek, Doornek, Holyoke, Sergi
ABSENT:	Bach, Heinritz, Wade

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.

None

4. Discussion/Action Items

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

Assistant City Engineer McCraw will verify if we are scheduled to be on the Committee of the Whole agenda for November or December.

The Commission continued to review the Master Plan Project list and discussed if any of the projects need to be adjusted as higher priorities on the list. Commissioners felt the Buntrock Road sidewalk from Mequon to Division (east side) should be moved from the medium-term priority to High priority.

The Commission discussed the Riverview Bicycle Route to OIT & Thiensville Park item would not be needed if Freistadt Road (OIT to River) had a suitable side path. Assistant City Engineer McCraw asked the Commission if they would like to make an alternative recommendation to the Committee of the Whole on the Lake Shore Drive (Zedler to Mequon Rd) project. The Commission agreed to discuss as a whole and vote on when the whole Commission is present. The Swan Road side path to Mequon Road item was removed from the medium-term list as it is also in long-term projects.

b. Mequon Commons Bike and Pedestrian Improvement Considerations and Recommendations

The Commission discussed the connection from Mequon Rd to the OIT trail to be considered as part of the Mequon Commons Improvement project.

Assistant City Engineer McCraw suggested presenting a formal letter to Planning and/or Park and Open Space. Chair Maciolek will draft a letter for consideration at the next meeting.

5. Other Business

Commissioners confirmed next meeting will be held as scheduled on October 9, 2025.

6. Adjourn

Respectfully Submitted,

Kristine Hoeft

DRAFT

Attachment: Bikeway Minutes 10.09.29 (10702 : Minutes)



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Office of Engineering

TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission
FROM: Cole McCraw, Assistant City Engineer
DATE: October 9, 2025
SUBJECT: Mequon Commons Bike and Pedestrian Improvement Considerations and Recommendations

Background

In December of 2024, the Common Council authorized a contract for civic campus planning efforts through ARPA funding with The Lakota Group. Since the execution of the contract, staff and the consultant have completed the first phase of work as follows:

- Organization Meeting with Staff Committee Members: Overview of project schedule, issues and opportunities, community engagement needs
- On-Site Fieldwork and Baseline Data Collection: Project team site visit(s) of civic campus and development of a working base map of the study area and context of surrounding area
- Inventory and Evaluation: Review and evaluation of all available data, previous plans, studies and campus features/amenities
- Create a Project Brand, Website and Social Media: Develop streamline and direct communications throughout the entire project including timeline, documents, events

[<https://www.mequoncommonsplan.com/>](https://www.mequoncommonsplan.com/)

- Stakeholder Focus Group Discussions: The Lakota Group hosted two (2) full days of stakeholder focus group sessions
- Visioning Open House Event(s): The Lakota Group hosted an open house with interactive exercises and hosted a pop-up event at the Redbud Festival in May.

The key themes for the plan are as follows:

- **Connected Town Center:** Desire of a true downtown core, physical and engaged connection between the community, commercial activity and public green, open space
- **Civic Reinvestment:** revitalize aging infrastructure, invest in flexible, year-round amenities for all, and acknowledgment for an adequate baseball facility for the future
- **Access to Nature:** expansion of access to nature and the open space and connection to neighborhood beyond the civic campus, desire for an upgraded aesthetic and native,

sustainable landscaping

- **Sustainable Growth:** Funding capital improvements and planning for long-term maintenance and on-going investment is critical, including public-private collaboration, desire to maintain Mequon's character through thoughtful growth

Analysis

The Commission requested to review and give input for the ongoing planning efforts. Commissioner Doornek's email is attached for discussion and consideration.

The draft letter to the City Park and Open Space Board and City planning staff is also attached for consideration.

Fiscal Impact

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

Staff Recommendation

The Commission may review the attached letter.

Attachments:

Mequon Commons Bikeway Doornek Email (PDF)

2025-10-09 Draft Mequon Commons Recommendation Letter (PDF)



Mequon City campus

From Jim Doornek <jimdoornek@gmail.com>

Date Fri 8/29/2025 5:27 PM

To Cole McCraw <CMcCraw@cityofmequonwi.gov>; Ken Maciolek <seniorbikeboy@gmail.com>

There is a public meeting scheduled on Sept 17 for feedback on the planned civic campus. Page 52 of the Graef report (see below) includes a recommendation to consider a bike/ped route through this area as a link connecting the Mequon rd bridge to the OIT. As a frequent rider on this route, I totally agree this connection is needed. I recommend including this on our September meeting agenda.

Jim

Extents: 11335 N Cedarburg Rd west to the OIT

This connection will help solve an access issue between the Mequon Rd bridge over the Milwaukee River and the OIT. A new connection should be included in the Mequon Civic Campus redesign, connecting to the recommended improvements to Cedarburg Rd sidewalks and a new high-visibility mid-block crossing across Cedarburg Rd at this location. The exact pathway of this connection should be determined within the overall design of the campus.

Mequon Commons Visioning Workshop on September 17



The City, in collaboration with The Lakota Group, is reimagining the heart of our community with the Mequon Commons Master Plan. This bold, 30-year vision aims to transform the Civic Campus into a vibrant and dynamic hub for all ages, enhancing spaces like the Community Pool, Rennie Field, Weyenberg Library, and City Hall. As the City shapes this exciting future, your input is needed! Residents are invited to join the City at an upcoming visioning open house workshop, where everyone will have the opportunity to view initial master plan concepts, provide feedback, and

DRAFT

To: City of Mequon Park and Open Space Board
 Kimberly Tollefson, Director of Community Development
 Jac Zader, Assistant Director of Community Development
 From: Mequon-Thiensville Bike and Pedestrian Way Commission

Re: Recommendations for Bike and Pedestrian Facilities at Mequon Commons

The Commission has been following the preliminary design work for the proposed Mequon Commons. We want to make sure that the design process considers the recommendations for bicycle and pedestrian access contained in our Master Plan. Our Master Plan for bicycle and pedestrian facilities was approved by the Common Council on March 11, 2025. The Plan contains the following specific recommendations for the proposed Mequon Commons (referred to in the Plan as the “civic campus”):

Extents: Mequon Civic Campus to Mequon Rd

Widen the existing sidewalk on the east side of the street or replace with a sidepath 10-12 ft. This widened path should connect to the recommended improvements to the Mequon Rd bridge over the Milwaukee River and an enhanced, high-visibility crossing across Cedarburg Rd to the civic campus.

Planning Considerations:

The planned redesign of the civic campus presents an opportunity to connect to the Ozaukee Interurban Trail for westbound bicyclists not comfortable bicycling on Mequon Rd where there are no bicycle facilities directly west of Cedarburg Rd. This connection is especially important if the recommended West Mequon Neighborhoods Bicycle Boulevard is implemented before the recommended improvements to Mequon Rd.

The exact location of the crossing across Cedarburg Rd should be determined in coordination with the civic campus redesign. The crossing should be adequately distanced from Mequon Rd and Division Street. A mid-block crossing between City Hall and the pool could be a feasible location.

Access to Cedarburg Road Crossing from Mequon Road

The Commission supports the widening of the sidewalk or installation of side path on the east side of Cedarburg Road to provide bicyclists and pedestrians with a safe route to the Cedarburg Road crossing and access to the Commons. The current sidewalk is too narrow to accommodate both bicyclists and pedestrians, particularly with the expected increase in the volume of riders and walkers expected to use this route access the Commons. As noted in the Master Plan, the crossing could be located mid-block between City Hall and the swimming pool. Its ultimate location would depend on the design of the Commons. The Commission recommends that crossing include a push button stop for traffic. After crossing Cedarburg Road, the path could continue west into the Commons and connect to the OIT.

West Mequon Neighborhood Bicycle Boulevard (“West Mequon Route”)

The Commission has recommended that the West Mequon Route as a priority project. This bike route will provide a way for bicyclists in West Mequon to connect with the Ozaukee Interurban Trail (OIT) by following a signed route through lightly travelled subdivision roads. This would avoid bicycle travel on the newly constructed five-foot sidewalk along the east side Mequon Road. It is Commission’s view that a five-foot sidewalk is inadequate when shared by bicyclists and pedestrians. This is becoming more of a safety issue with the popularity of electric scooters and bicycles which generally operate at higher speeds. Providing a safe route on residential streets from Swan Road to the OIT should reduce the number of bicycles on the sidewalk.

The West Mequon Route will connect to the OIT at Division Road. There is currently no adequate way to get from the OIT to the library, swimming pool or City Hall. There is a poorly maintained, narrow asphalt path that runs along the south side of Division to the corner of Division and Cedarburg Road. The design of the Commons should provide a path for bicyclists from the OIT to these key facilities. Since this path would be used by both pedestrians and bicyclists, it should have a minimum width of eight feet.

Bicycle Racks

The Commission recommends that bicycle racks be located at the key facilities within the Commons. We would hope that with easier access to the Commons more bicyclists would choose to ride their bike. They will need open places to lock their bikes. The racks could be located close to the Cedarburg Crossing and the OIT Connection.

Conclusion

The Commission believes that providing safe access to the Commons will lead to more people choosing to walk or bike to its facilities. This will help reduce the demand for parking and reduce the congestion caused by vehicles in the area. The Commission appreciates the opportunity to participate in the design process for the Commons and further the goal of making Mequon and Thiensville bicycle and pedestrian friendly communities. Please free to contact us through Cole McGraw.

Thank you,
Ken Maciolek, Chairman



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Office of Engineering

TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission
FROM: Cole McCraw, Assistant City Engineer
DATE: October 9, 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.

Approximate costs for some common improvements can be found in the GRAEF study.

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:

2025-10-09 Bikeway Priority Projects (PDF)

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)

Priority Projects (2025-2027)

1. West Mequon Bicycle Route * - Do not implement signage until safe crossing at Wauwatosa
2. Riverview Route to OIT and Thiensville Park - Thiensville
3. Lake Shore Drive (Zedler to Mequon Road) – possible 2026 project
4. Wauwatosa Road buffered bike lane (County Line to Mequon Road) *
5. Mequon Road Milwaukee River Bridge Sidewalk (barrier, signage and/or warning stripe) *
6. Range Line side path or sidewalk (Mequon to Donges Bay Road) – Possible TAP/SRTS Grant
7. Buntrock Road sidewalk and shared lane marking from Mequon to Division Road (East side)

Medium Term

1. Completion of Swan Road side path to Mequon Road
2. Division Road Sidewalk (Buntrock to Cedarburg)
3. Mequon Road side path (Port Washington Road to Cedarburg Road) *
4. OIT crossing redesign at Donges Bay Road
5. Freistadt Road side path (OIT to River Road) - Thiensville
6. Lakeshore Drive (Mequon to Highland)
7. OIT Repaving (Grant Application) – County?
8. Redesign of OIT Maze Railroad Crossing)
9. Sidewalk on Port Washington Rd from Glen Oaks to Highland – County approval required

Long Term

1. Highland Road side path (Port Washington Road to Rotary Park)
2. Cedarburg Road side path (Mequon to Division Road)
3. Donges Bay Bicycle/Pedestrian Bridge over Milwaukee River
4. Donges Bay Road side path (Wauwatosa to Cedarburg Road)
5. Completion of Swan Road side path (Daventry Rd to Mequon Rd)*

*DOT permitting required

2025
2026
2027
2028
2029

WisDOT

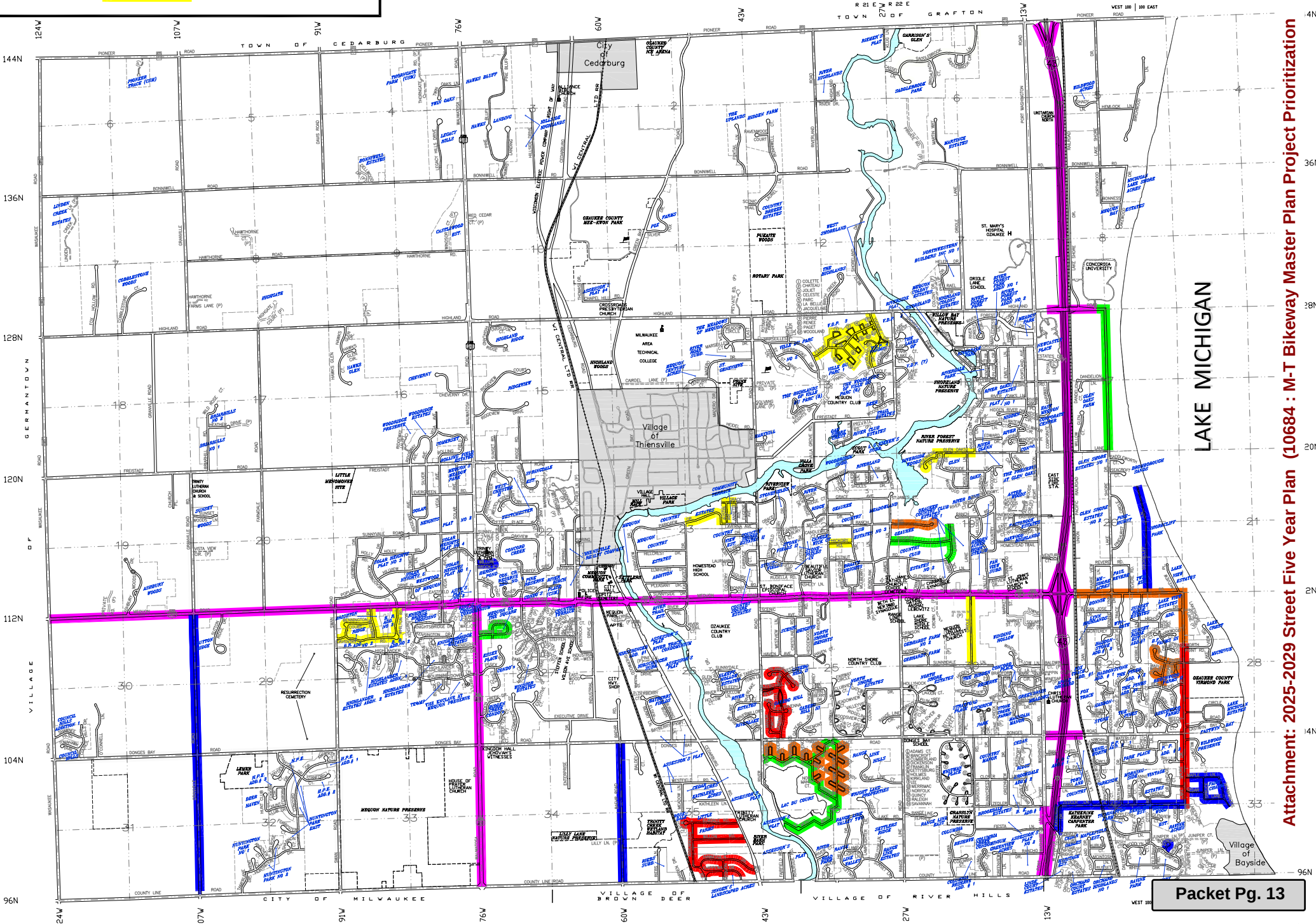
CITY OF MEQUON

5 YEAR PLAN 2025-2029



5.1.b

0 660 1320 2640 5280 Feet
0 1/8 1/4 1/2 1 Mile



Attachment: 2025-2029 Street Five Year Plan (10684 : 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

Spot Improvements

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

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

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

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

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)

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

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			none	>5YRS		35	12000	3.5'BL (CURB)	none	y?			
			Winding Hollow to Glen Oaks	Y		#25,#26,#27	>5YRS		35	15000	2' BL (CURB)	EBL + SUP	N			

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				*
		Wauwatosa 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			

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# 10684 : M-T Bikeway Master Plan Prioritization / STH 181		31	53	22	note 12	109	43	43	17	49	na			
			Mequon to Highland	N	Y	none	>5YRS		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			