



Joint Mequon-Thiensville  
Bike & Pedestrian Way Commission  
2010 to 2030 Recommendations



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**Map attached: Existing facilities and recommendations (2010-2030)**  
**Note this map is available on [MToutdoors.org](http://MToutdoors.org)**

# INTRODUCTION

The communities of Mequon and Thiensville are quality communities that seek to encourage mobility of all residents by creating a bike-pedestrian network throughout the communities. We envision a community in which walking and biking are as safe, available, and attractive as any other means of transportation including auto. Biking and walking promote healthy lifestyles. The Commission seeks to provide safe choices for bikers and pedestrians.

Bikers and pedestrians who seek leisure, exercise, and an opportunity for competition are served by the Commission. They may be residents of Mequon or Thiensville or visitors from other communities.

## **Bikers include:**

- A. Advanced Bikers – Experienced bikers who prefer on-road for the higher speed and minimum delays. They prefer paved shoulders either to ride in or use as a “safety zone”. This group includes competitive on-road bikers.
- B. Basic Bikers – these are casual adult or teen bikers. They prefer off-road trails eg. Ozaukee Interurban Trail (OIT), bikeable sidewalks, low-traffic residential streets, or wide paved shoulders on roads. They may have little on-road experience.
- C. Children – these are pre-teen bikers, often accompanied by an adult. They prefer off-road trails, low-traffic streets in residential neighborhoods, and bikeable sidewalks. This group also includes novice teens and adults.
- M. Mountain bikers – these are bikers of all ages, teen and above, who prefer to ride on off-road dirt trails. These trails are usually constructed specifically for this sport. They may be competitive or not.

**Pedestrians include:**

R. Runners – Their focus is exercise. Runners prefer paved or unpaved paths and sidewalks.

S. Skaters - These are users of in-line skates. They are interested in exercise and prefer very smooth, paved surfaces kept free of any debris.

W. Walkers – these are people who walk for pleasure or exercise. Many prefer paved surfaces. Hikers prefer natural surfaces such as dirt or grass. Hiking trails in parks and natural areas attract this group.

# 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.

**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.

**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.

- All existing roads improved or reconstructed due to new development will include bike and pedestrian facilities as designated by the these recommendations.

**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.

**Goal 5 Work with law enforcement to improve the safety for pedestrians/bikers, especially at crosswalks.**

**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.

**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).

# GENERAL RECOMMENDATIONS

The Bike and Pedestrian Commission sponsored a study of biker & pedestrian needs in Mequon and Thiensville in May, 2009. Of more than 500 resident MT bikers and 500 walkers in the survey, over 40% expressed safety concerns, mostly concerns about motor vehicles. Visitors to MT (454 surveyed) expressed the same concern.

M-T residents supported:

- More bike lanes on roads (36%)
- More connections to the Ozaukee Interurban Trail (20%)
- More bike-pedestrian connections between subdivisions (26%)

M-T resident bikers wanted:

- More bike racks at destinations (26%)
- A mountain bike trail (13%)

## SHARED-USE TRAILS – e.g. Ozaukee Interurban Trail

We recommend continuation of good maintenance of trails, especially surface cleaning, brush removal, sight-line clearance at intersections, snow plowing, and removal of safety hazards. In order to make this trail available to more residents, we suggest priority to improving safe connections to feeder streets and to various community amenities.

## SHARED-USE PATHS - CONNECTORS

Mequon and Thiensville have over 200 subdivisions. Walking and biking between these subdivisions is very popular. Connector paths between these subdivisions encourage social cohesiveness of residents and healthier lifestyles. Require new subdivisions to provide these important biking-pedestrian connectors.

Properly located connectors will allow for long distance walking or bicycling in these communities without using high traffic, higher speed roads.



## SIGNAGE PREFERRED

For those who are not familiar with these connectors, we recommend signage below the "Dead End" signs announcing a "bike/pedestrian" connector ahead. Bike routes could also be signed to direct those unfamiliar with these routes.

## PAVED SHOULDERS

Paved shoulders provide many benefits to the entire community and its visitors. Not only do they allow safer bike and pedestrian use, they provide an emergency lane for motorist safety, and a longer life for our roadway investment by protecting road edges from deterioration.

## BICYCLE PARKING

Safe transit is important but when we get there, a safe place to store our bicycles is also necessary. Safety throughout the biking trip will encourage residents to use bikes for shorter trips, reducing auto traffic on local streets. Local businesses benefit too, as residents do more shopping locally.

Biking to work also will reduce auto traffic. Employers may need to consider not only safe bicycle parking but also shower and locker facilities.

## PARKS

The Commission is also an advocate for hikers. Mequon and Thiensville parks provide a wealth of opportunity for pleasant, quiet walks in natural surroundings. As nature preserves develop, we encourage addition and maintenance of hiking trails.

The Commission publishes hiking maps as well as biking and canoeing-kayaking maps on its web-site: [MToutdoors.org](http://MToutdoors.org).

In Thiensville, continue to work on extending the riverwalk path along the river from Thiensville dam to Green Bay Road and in Mequon, to continue extending the riverwalk path along the river from Mequon Road to Thiensville.

## MOUNTAIN BIKING TRAIL

There is a need for mountain biking trails. The Commission is studying possible locations for a mountain bike trail system.

The Ozaukee Planning and Parks Department has identified Mountain Biking trails as a possible future recreational facility.

# SPECIFIC RECOMMENDATIONS

## NORTH-SOUTH ROUTES

In developing specific recommendations, the Commission considered average daily traffic (ADT) counts and posted speed limits. This information has been used in conjunction with the recommendations of the “**Wisconsin Bicycle Facility Design Handbook**” to determine the requested facilities along roads.

Also, the bike routes requested reflect the need to connect residential areas with shopping and community facilities such as parks, and other destinations.

Specific recommendations are shown on the map entitled “Mequon-Thiensville 2010-2030 Bike and Pedestrian Facilities Recommendations”, which is a part of this report.

### **Lake Shore Drive**

Lake Shore Drive is a popular route for on-road bikers. It provides a route through Mequon from Bayside north to the town of Grafton. Sections have been improved recently by Mequon. The Commission’s recommendation is to continue to provide safe, 4’ bike lanes the entire length of Lake Shore Drive including Zedler Lane. The section of Lake Shore Drive from Glen Oaks Lane to Mequon Road, which was re-surfaced in 2009, should be re-stripped to provide 4’ bike lanes.

### **Port Washington Road**

From Mequon Road to Glen Oaks Lane, Port Washington Road is being widened to 11’ + 16’ lanes, two ways, plus sidewalks. It is the Commission’s understanding, that the 16’ lane will not be striped for a 4’ bike lane. Bikers and pedestrians will have to share the sidewalks.

When Port Washington Road is repaved further north, we recommend that 4’ lanes and sidewalks be extended to

Columbia-St Mary's Hospital. Beyond the hospital consider lanes or sidewalks as those areas are developed.

Port Washington Rd from Katherine Drive south to County Line Road needs 4' bike lanes to complete this popular North-South route. A 6' wide gravel shoulder already exists.

### **Range Line Road**

The Commission recommends minimum 4' lanes from County Line Road to Mequon Road.

### **River Road**

In Thiensville, a short piece of River Road from Heidel Road south to Freistadt Road needs a 4' paved shoulder on the West side.

The commission recommends a bike-ped bridge over the Milwaukee River to connect the north with the south sides of Mequon. This would be attractive to the Town Center businesses and offer easy access to bike routes on both sides of the river. The recommended location would be from Villa Grove Park to Riverview Park connecting with the bike path in Riverview Park.

The Commission considered a bike route along River road from Donges Bay Road to County Line Road. A roadside lane on River Road appears to be impractical because of the narrow shoulder on the river side of this road. An alternative may be a series of off-road bike-ped paths connecting residential neighborhoods in Lac du Cours subdivision. This network could provide a low-traffic route from Donges Bay Road south to County Line Road. A grass trail already exists from Le Mont Blvd east to Hidden Lake Road. Paving of this path and a short extension south to Valley Hill Drive would complete this route.

## **Green Bay Road**

This road is an important connection between residents of Thiensville/Mequon and MATC-North, Highland Woods, the Ozaukee Interurban Trail (OIT), Rotary Park and Mee-Kwon Park. For now, the addition of 4' "safety lanes" in Thiensville from Heidel Road north to Lake Bluff Road would be appropriate to serve bikers, pedestrians and serve as an emergency lane for motorists. When Mequon resurfaces Green Bay Road north of Thiensville, the commission recommends the continuation of 4' bike-pedestrian lanes north to Highland Road.

## **Cedarburg Road**

Because of its proximity to the Ozaukee Interurban Trail (OIT) Cedarburg Road is not a focus for bike or pedestrian use. Consequently, no recommendation is made.

## **Ozaukee Interurban Trail (OIT)**

This trail is heavily used by bikers of all types, walkers, runners and skaters. In summer months user trip counts in Thiensville exceed 300 per weekday and 500 on weekends. Since the trail is cleared in winter, it continues to be used by walkers and bikers throughout the year.

Safety is our prime concern. The trail is maintained by Mequon and Thiensville DPW. Besides mowing, the municipalities clear brush and line-of-sight at intersections, sweep the trail when needed, and control unwanted vegetation.

Two "S" curves are currently a problem. Mequon is studying ways to straighten them. Both are diversions around power stations. At the substation just south of Bonniwell Road an alternate route around the west side would minimize the curve and steep hill.

The other power station is just north of Donges Bay Rd. Two remedies to the sharp "S" blind curve are being considered.

1. Straighten the approach from the north, or 2. Split southbound traffic to the west side of the substation while dedicating the east trail for northbound traffic.

Bike and pedestrian access from the OIT to the M-T library and playground is over the grass and [often] muddy path. As this is a low "wetland" we recommend a paved access be added and the existing path elevated to avoid mud.

Additional access points should be considered between local businesses and the Trail.

### **Wauwatosa Road**

This road recently was re-built with 5' bike lanes from Mequon Road north to Pioneer Road. The stretch south of Mequon Road to County Line Road has paved 15' lanes for bikers and pedestrians which should be striped and signed as bicycle-pedestrian lanes.

### **Swan Road**

An off-road path leads south along Swan Road from Daventry Road to Donges Bay Road, but does not lead to the nature center. A sign placed on this path at Donges Bay Road, directing bikers east to the new Nature Center entrance on Donges Bay Road would be helpful.

Access to Mequon Nature Center south of Donges Bay Road has been made possible by the addition of a gravel path (thru the Nature Center) from Donges Bay Road south to County Line Road. Parking areas are available at both north and south ends of this path.

In the future, Mequon should consider a hiking trail along Swan Road from Concord Drive to the Nature Center. This trail could lead to the existing trails at the center.

**Farmdale Road**

No recommendation.

**Granville Road**

This road already has bike lanes 3' to 4', from County Line Road north to Freistadt Road. There are no further recommendations north of this.

**Wasaukee Road**

There is no recommendation at this time.

# SPECIFIC RECOMMENDATIONS

## EAST-WEST ROUTES

### **Pioneer Road**

The heaviest-traveled section of Pioneer Road, from Green Bay Road west to Wauwatosa Road, has an off-road paved trail on the south side and 4' paved shoulders from Wauwatosa Road West to Davis Road.

We recommend a 4' bike lane continuing from Davis Road to Wasaukee Road.

Continuing east from Green Bay Road there is a 4' bike lane to Port Washington Road. This leaves a gap just east of Port Washington Road to the popular Lake Shore Road. We recommend this section be given 4' bike lanes.

### **Bonniwell Road**

No Recommendation. This road carries light traffic.

### **Highland Road**

This road from Lake Shore Drive west to the OIT was repaved with a 4' bike lane in 2009. When the remaining stretch from the OIT west to Wasaukee Road is re-paved we recommend 4' bike lanes.

Rotary Park is a popular park for community events. It is well-connected to residents to the south, but not to the north. At least a hiking trail or off-road paved trail should be considered extending the east parking area in Rotary Park north to Laurel Lane where a route to subdivisions near Bonniwell Road would then be complete.

### **Freistadt Road**

In Thiensville, Freistadt Road from River Road west to Green Bay Road is a narrow, busy street. Bike traffic on this stretch is routed south on Riverview Drive. The Commission recommends signage on that route.



A longer-term solution would be to put an off-road path or bikeable sidewalk along Freistadt Road.

### **Mequon Road**

East of Port Washington Road, a sidewalk on the south side goes under the I-43 overpass but then comes to an abrupt stop at a ditch. We recommend the transition of the sidewalk to 4' bike lanes on both south and north sides of Mequon Road, over the railroad tracks and continuing to Lake Shore Drive. This also completes the popular North-South Lake Shore Drive route discussed earlier.

Going west from Cedarburg Road to Wauwatosa Road Mequon Road has a sidewalk on both sides. In 2010, the OIT crossing over Mequon Road was given a more secure "refuge" median.

West of Wauwatosa Road, Mequon Road now has a sidewalk on both sides of Mequon Road, but only to Solar Avenue on the north side, and Lincolnshire Drive on the south side. We recommend continuation of these sidewalks to Meadowbrook Drive and Whilton Road.

West of Swan Road, Mequon Road has 5' lanes to Wasaukee Road.

### **Donges Bay Road**

Donges Bay Road from Lake Shore Drive west to Port Washington Road should have 4' minimum bike lanes.

From Port Washington Road, 5' bike lanes were added to Grasslyn Road in 2010. We recommend continuing these 5' lanes to River Road when this stretch is re-paved.

We recommend a bike/pedestrian bridge over the Milwaukee River. This bridge would serve as a vital link to connect East Mequon and West Mequon and provide easy access to the OIT and the Town Center.

Continuing west from Cedarburg Road to Wauwatosa Rd we recommend 5' bike lanes to connect with the existing off-road path

that goes from Wauwatosa Road to Mequon Nature Preserve and Lemke Park. For most of this stretch a roadbed already exists, but needs to be paved and/or striped to add bike lanes.

West of Lemke Park we recommend a two-way, off-road trail on the south side of Donges Bay Road west to Wasaukee Road.

### **County Line Road**

From Port Washington Road west to River Road and from Cedarburg Road west to Swan Road minimum, 4' preferred, bike lanes are recommended. In part, this will provide a way for visitors to Mequon Nature Preserve to come and go from Wauwatosa Road.

Trinity Creek access is presently achieved on County Line Road as a "bike route" from the OIT. A "pinch point" exists just east of Riebs Road, where no paved shoulder provides a safe connection westbound. A 5' paved shoulder should be added to the north side of County Line Road.

## REFERENCES

**“Wisconsin Bicycle Facility Design Handbook”** - January, 2004—  
by the Wisconsin Department of Transportation (WisDOT) —.

**“Guide for the Development of Bicycle Facilities”** - 1999,  
American Association of State Highway and Transportation  
Officials (AASHTO).

<http://www.transportation.org/?siteid=37&pageid=330>

**Bicycle Federation of Wisconsin:** <http://www.bfw.org/>

**“Mequon 2010 Annual Road Program”** online at:

[http://www.ci.mequon.wi.us/index.asp?Type=B\\_BASIC&SEC={59E2F8FF-8F1F-4A26-95EA-9F51FCC374F4}](http://www.ci.mequon.wi.us/index.asp?Type=B_BASIC&SEC={59E2F8FF-8F1F-4A26-95EA-9F51FCC374F4})

Assisting us in interpreting this information was Nathan Check, P.E. Mequon Engineering Manager and Andy LaFond, Director of Public Works.

**“Trails & Roadways Survey in Mequon & Thiensville”** May, 2009 sponsored by the Commission.

**“Mequon Engineering Department Bicycle & Pedestrian System Plan”** December, 2008 was prepared under the direction of MSA Professional Services Inc.

## IMPLEMENTATION

The City of Mequon and Village of Thiensville have authority to implement these recommendations. The Commission will advocate for improved choices for bikers and pedestrians.

The current members of the 2010 Bike & Pedestrian Commission are:

Tom Clark, Thiensville

Jim Heyer, Thiensville

John Jessel, Mequon

Terence Mooney, Mequon, Chairman

John Treffert, Thiensville

Kristin Wade, Mequon

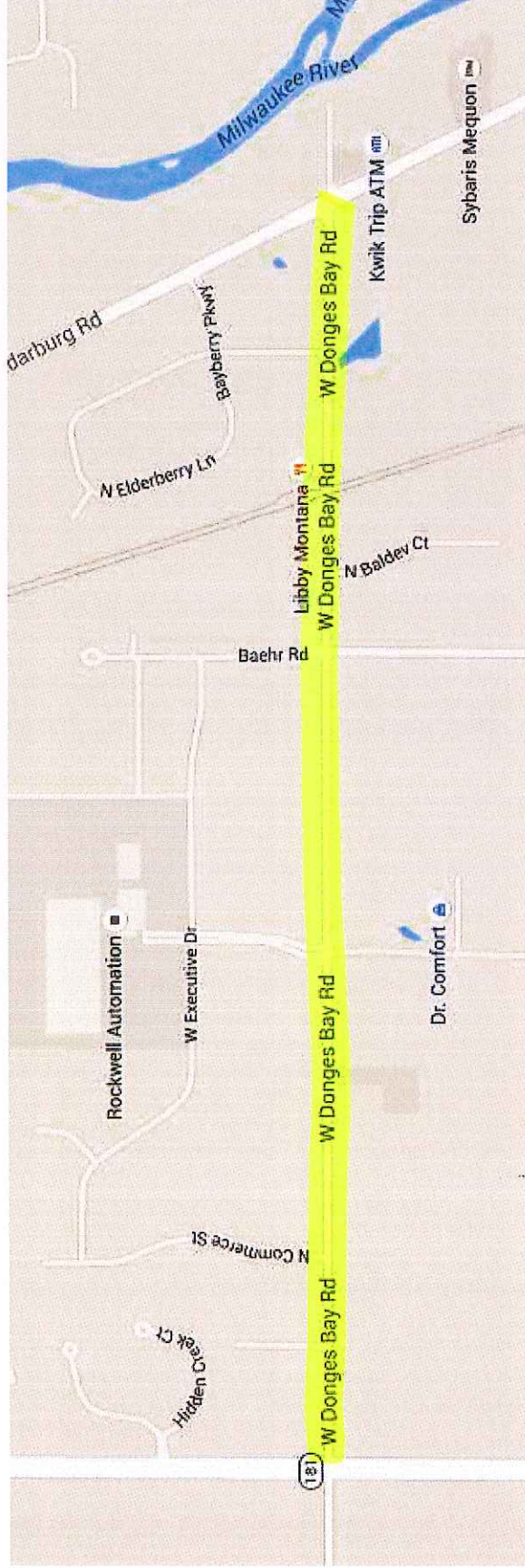
John Ward, Mequon

# 2010 – 2030 Bike & Pedestrian Way Commission Recommendations – Maps for Projects

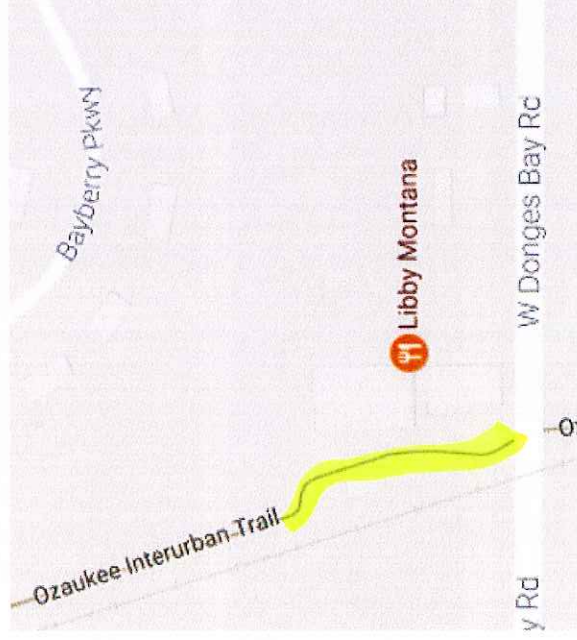
2.24.2017

# Active Projects

# [1] Donges Bay Rd – 5' Lanes Cedarburg Rd to Wauwatosa Rd (1.5 mi)

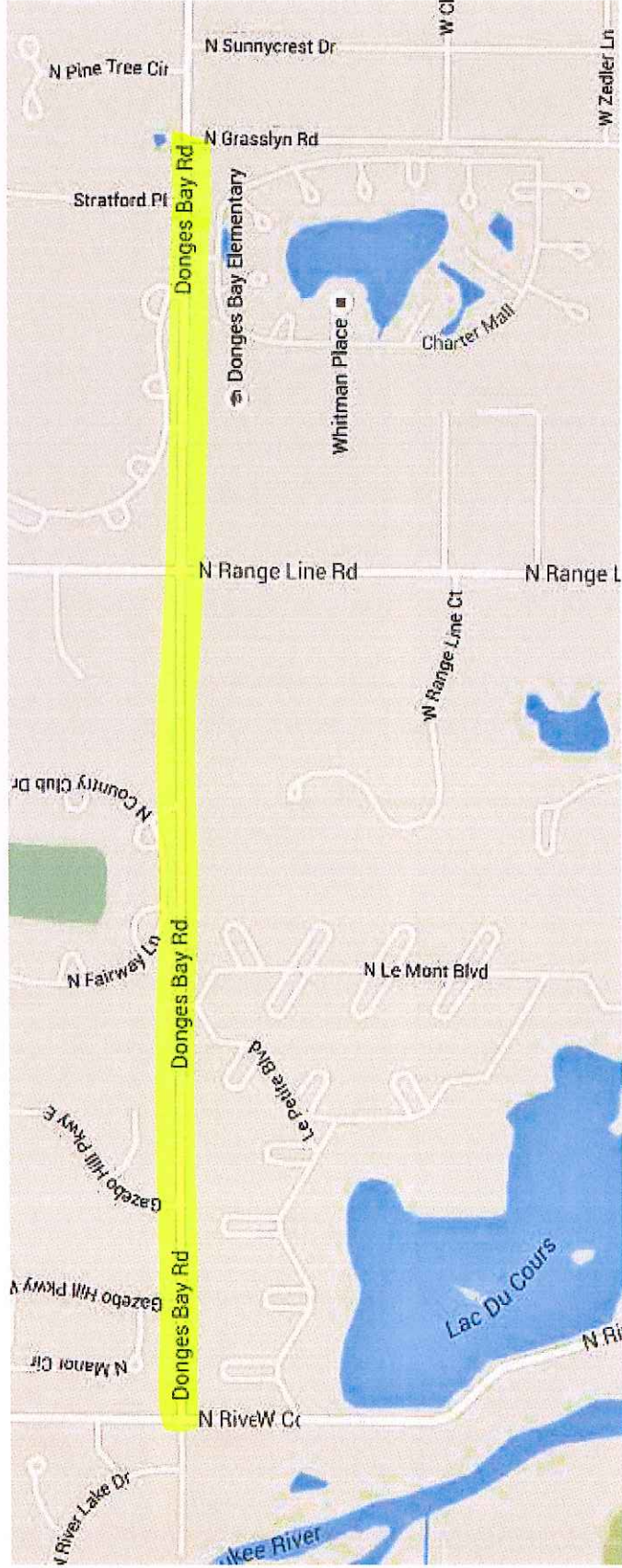


# [2] OIT – Donges Bay Rd – flatten curve at substation



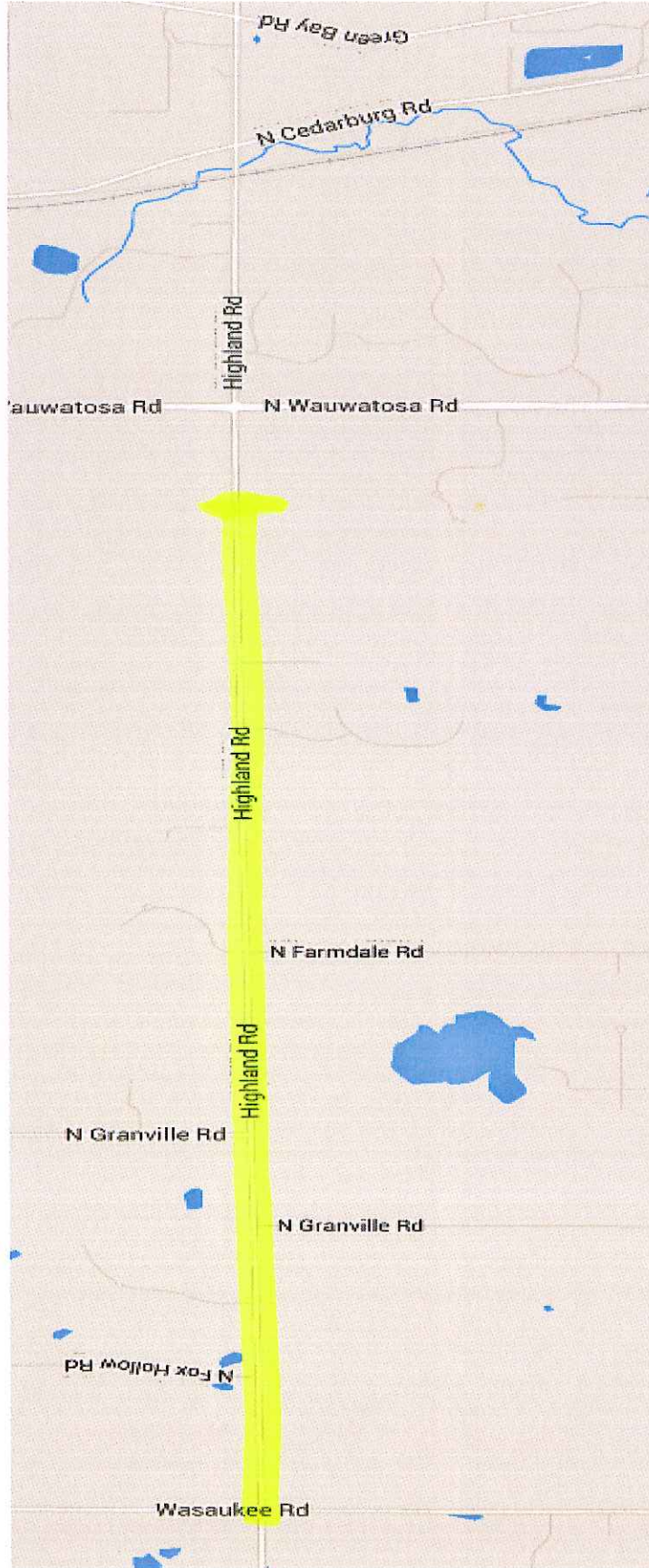


# [3] Donges Bay Rd – continue 5' lanes beyond Grasslyn to River Rd

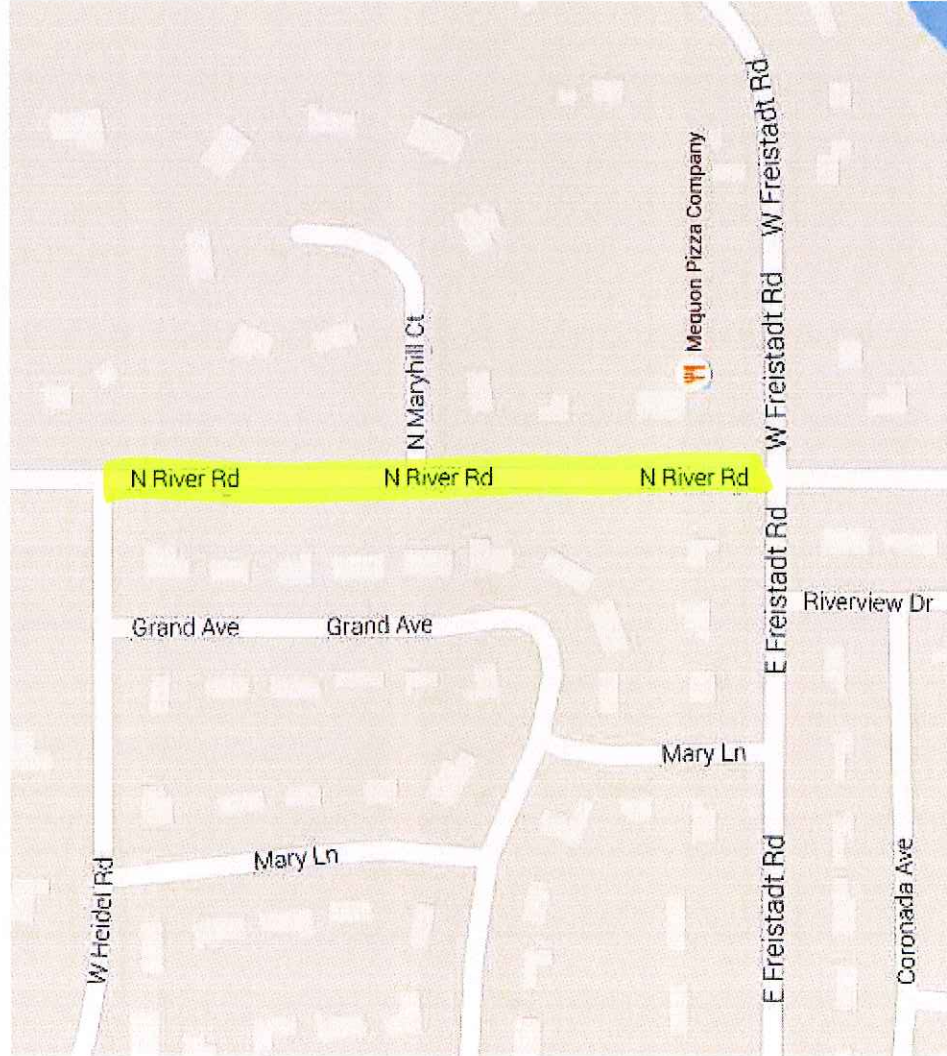




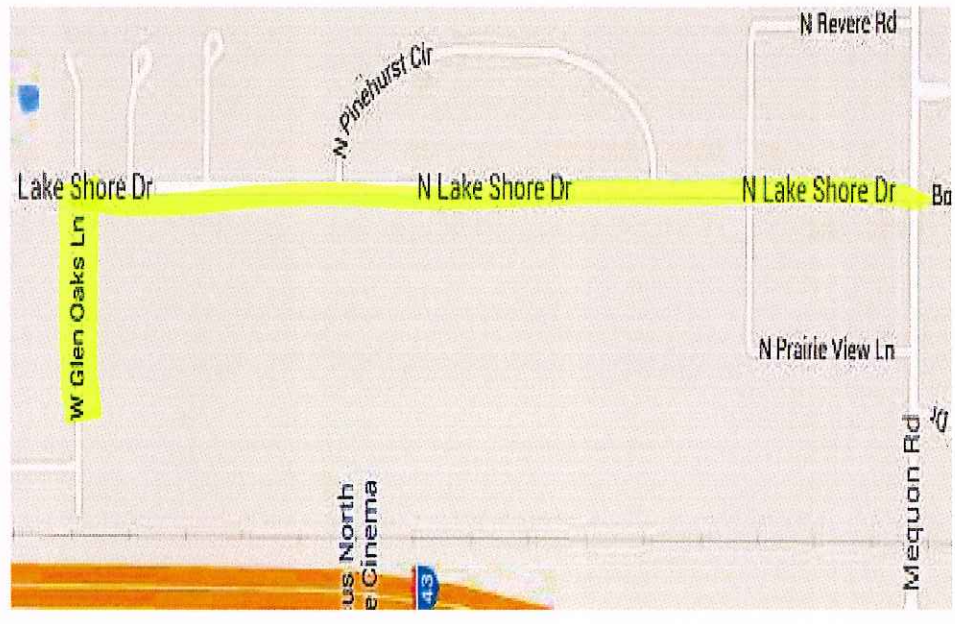
[7] Highland Rd – 4' bike lane OIT to Wasaukee Rd (5.6 miles)



# [8] River Rd – 4' Paved Shoulder Heidel Rd – Freistadt Rd

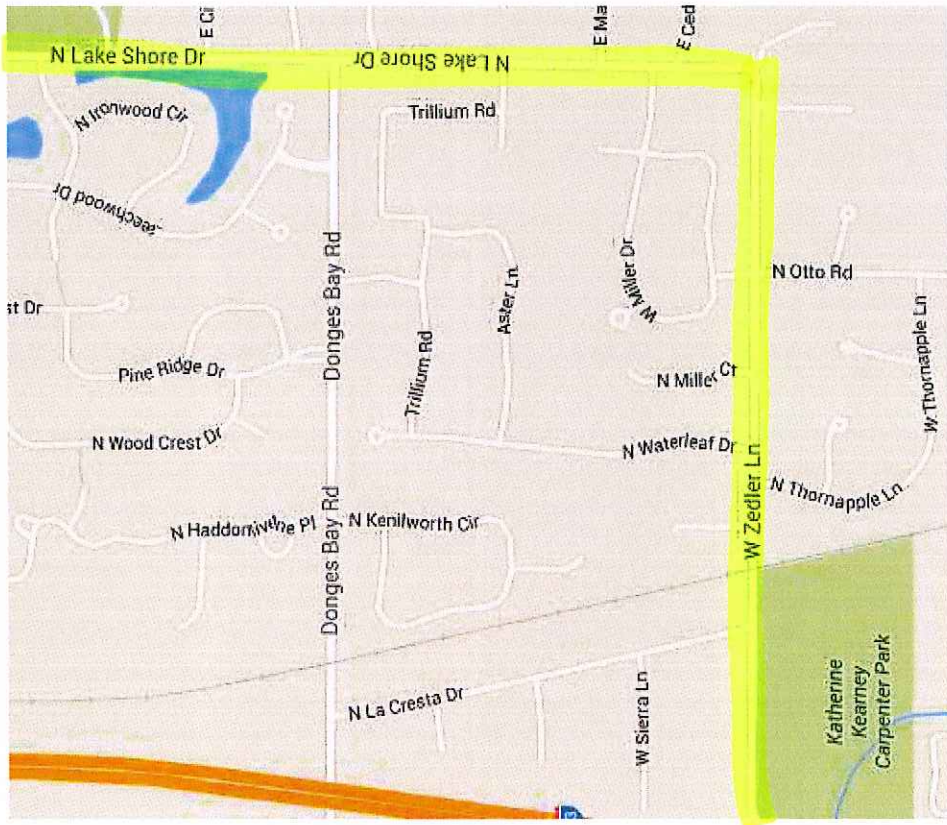


# [9] Lake Shore Dr – Re-striping – Glen Oaks to Mequon Rd

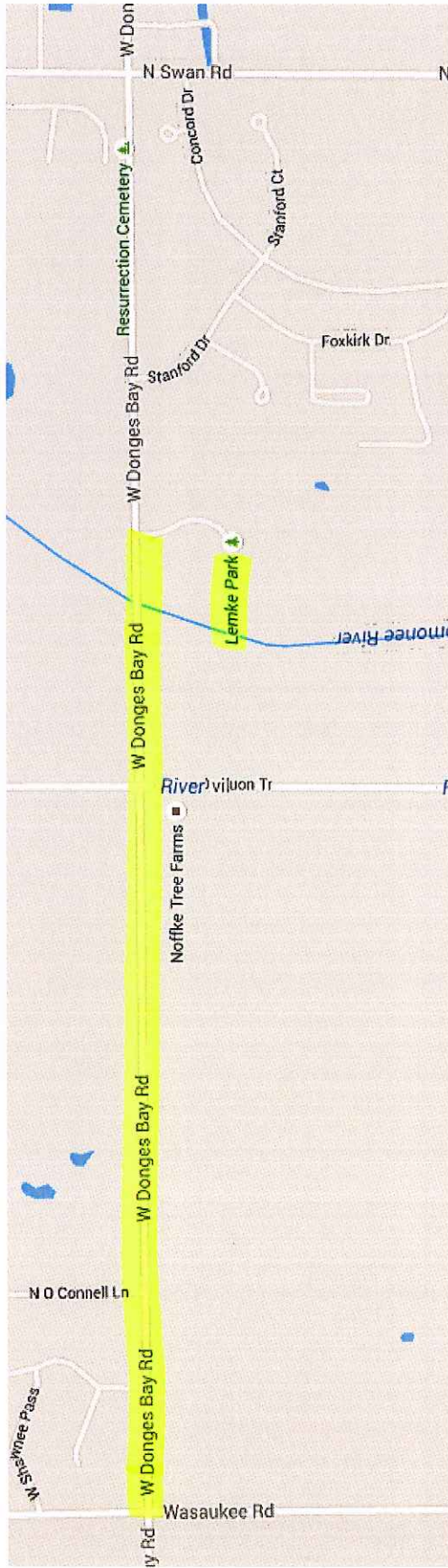




# [10] Lake Shore Dr – 4' bike lanes (including Zedler Ln)

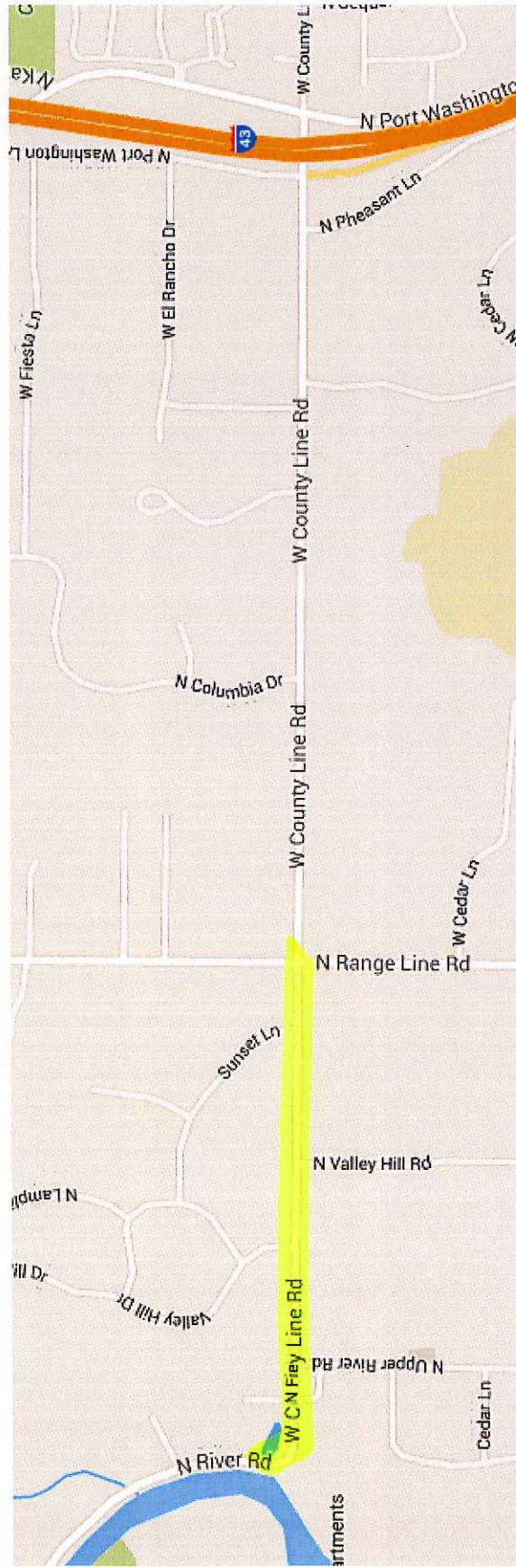


# [11] Donges Bay Rd – 2-way, off-road trail – Lemke Park to Wasaukee Rd (south)

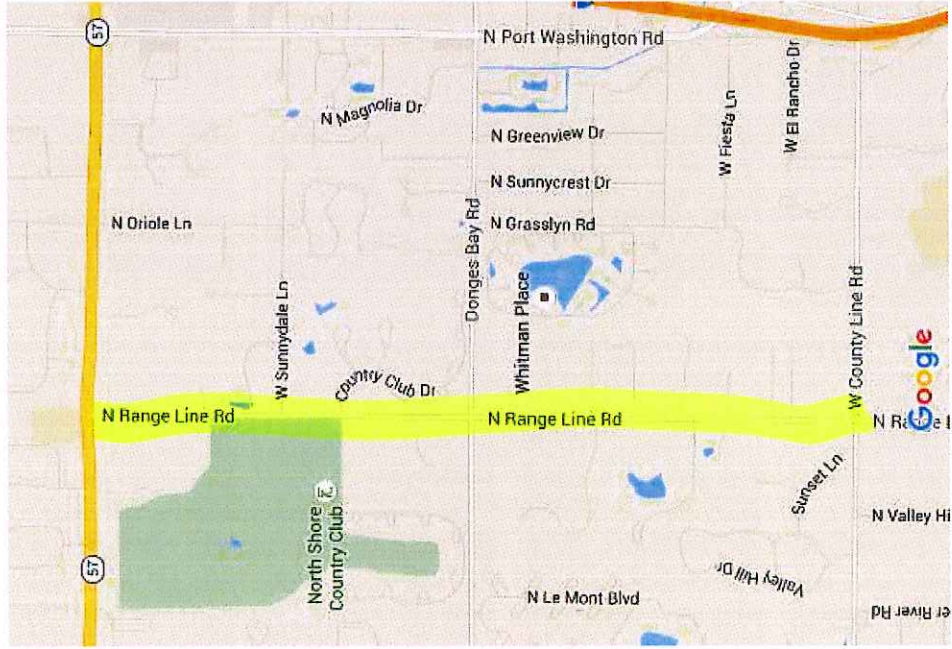




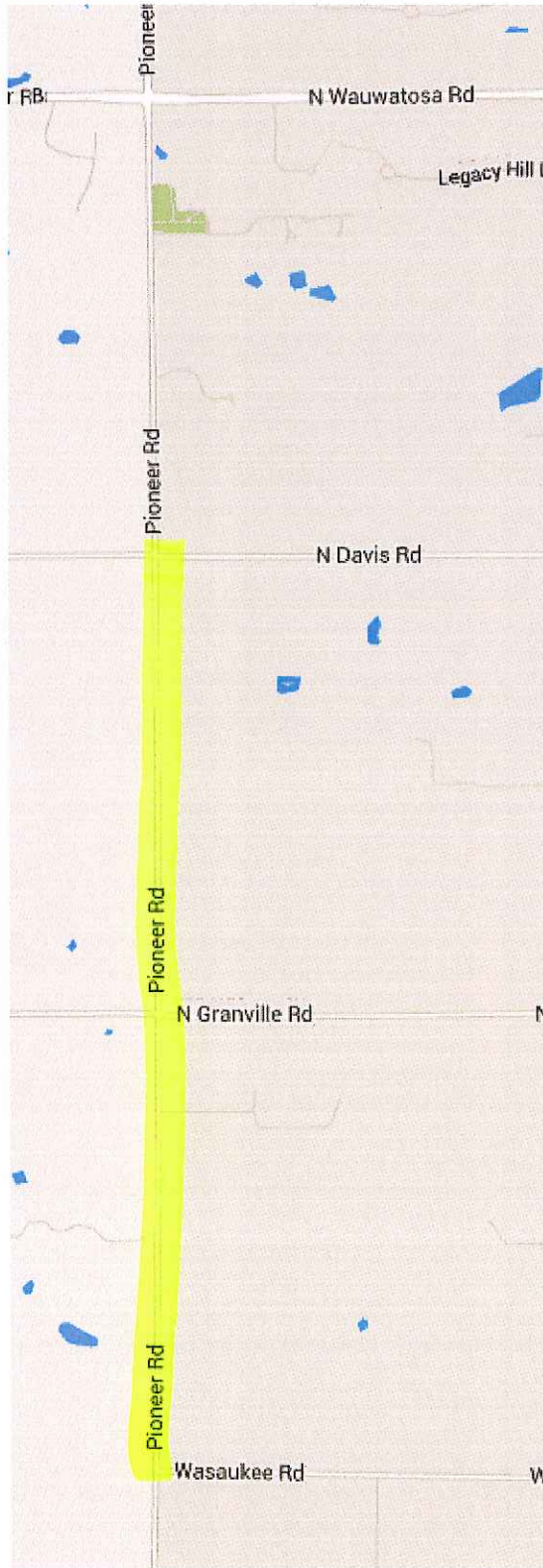
# [12] County Line Rd – 4' paved shoulder between River Rd and Range Line Rd



# [13] Range Line Rd – 4' lanes County Line Rd – Mequon Rd

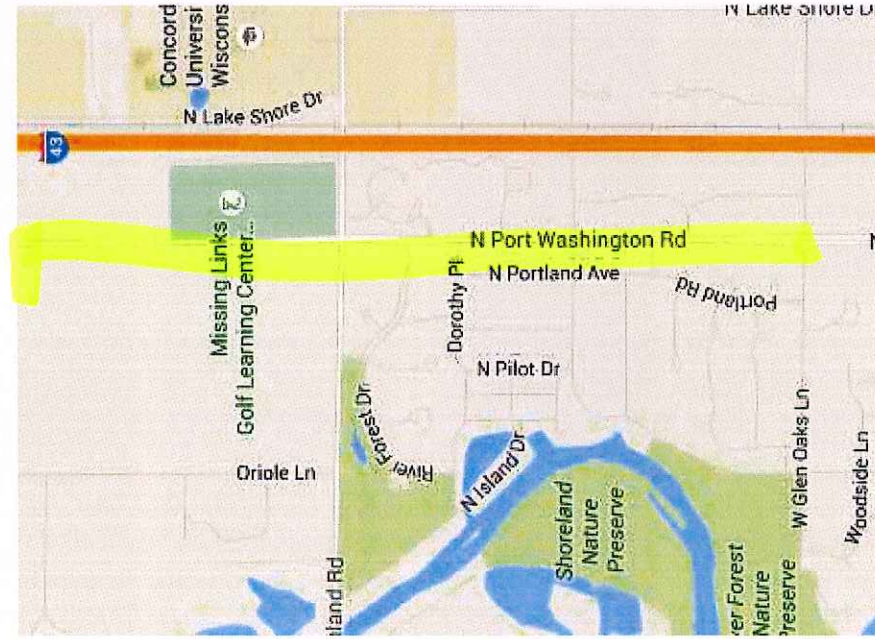


# [14] Pioneer Rd – 4' bike lane – Davis Rd to Wasaukee Rd

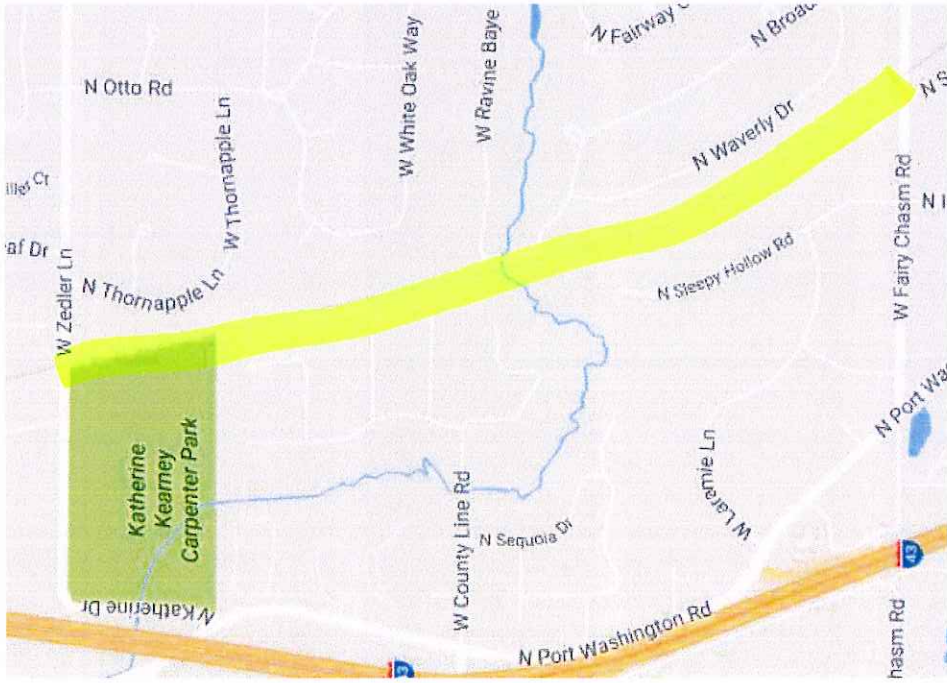




# [15] Port Washington Rd – Extend 4' Lanes and Sidewalks to hospital



[16] Port Washington Rd – Off road bike path E of P.W.  
between Fairy Chasm & Zedler Ln (along RR track)



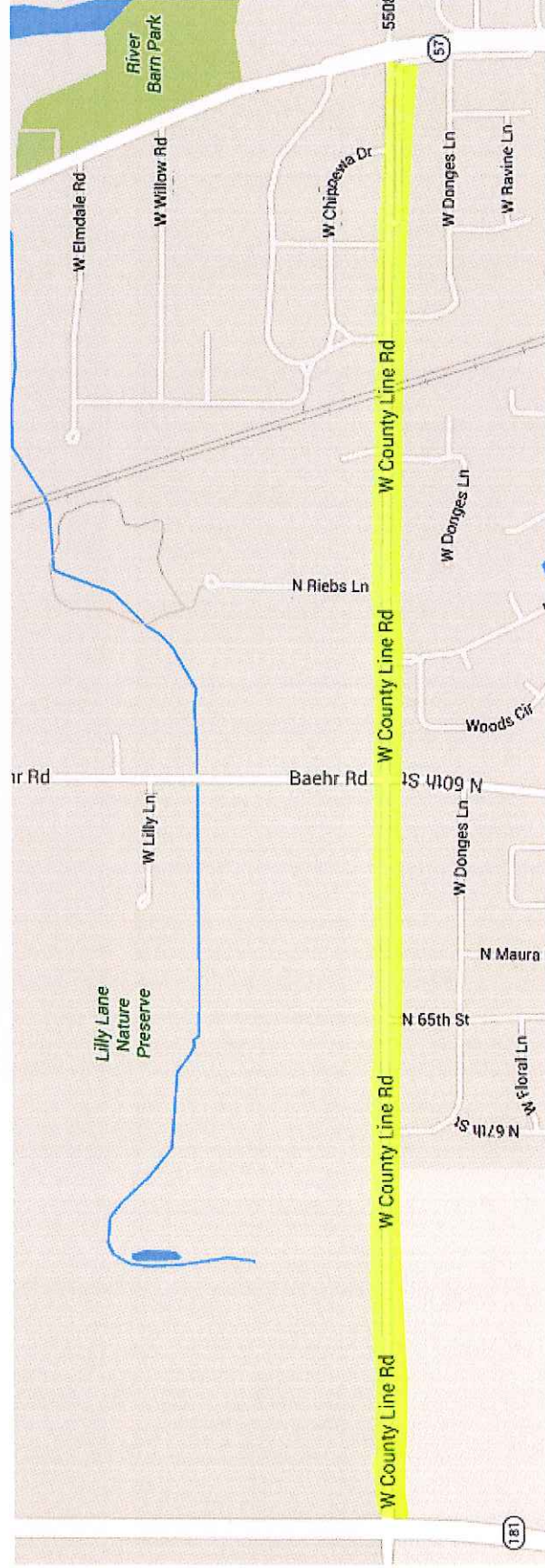
# [17] Thiensville – Connection 400-500 block Main St to OIT



# Completed Projects



# [2016 17]County Line Rd – 5’ paved shoulder added to north side of County Line Rd



# [2016 – 2] Green Bay Rd – 4' lanes Lake Bluff to Highland Rd



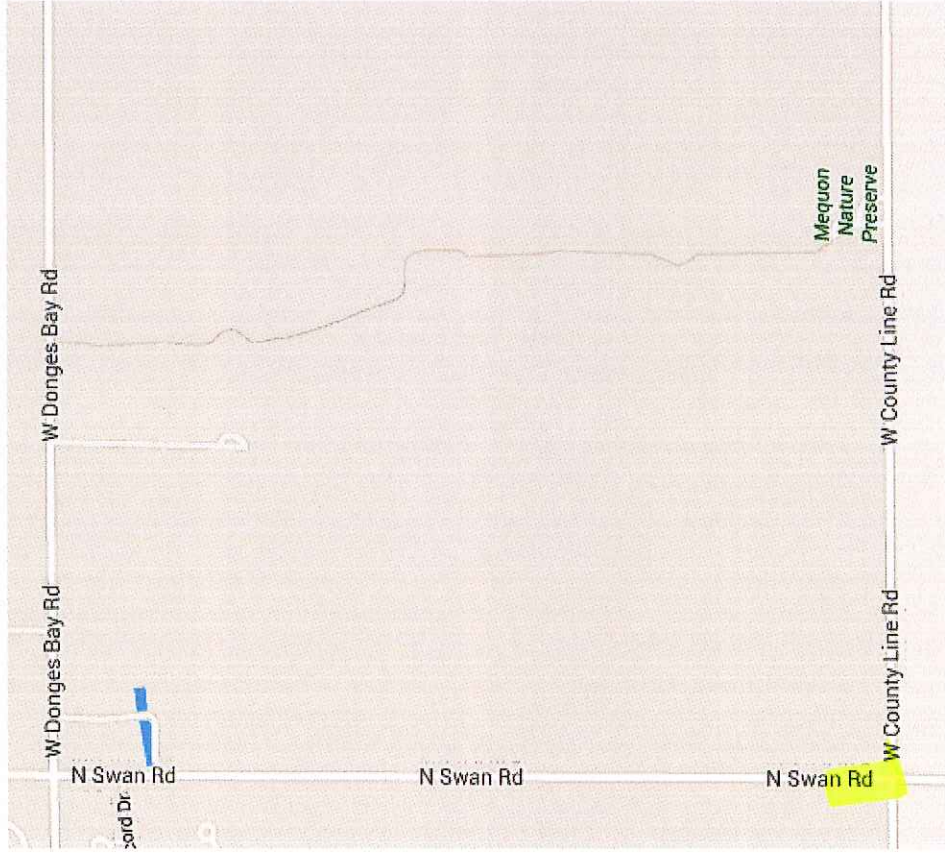
# [2016 2] Donges Bay Rd – Add improved signage at intersection with OIT



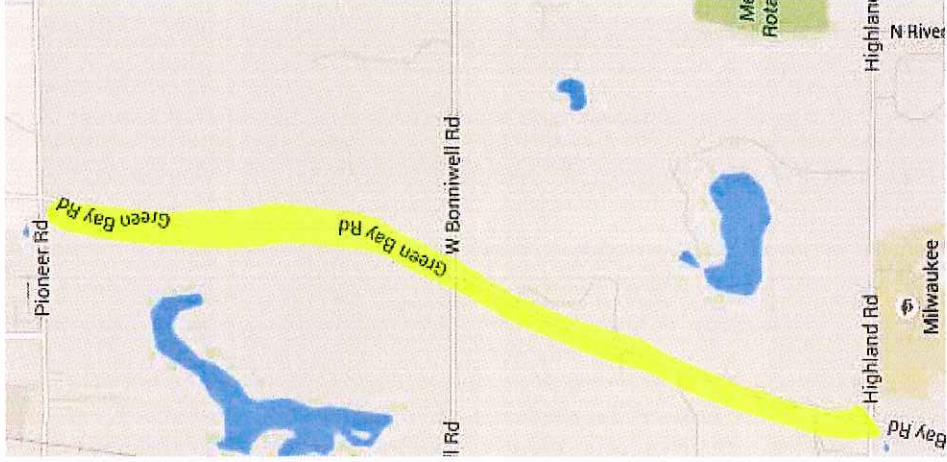
# Deleted Projects



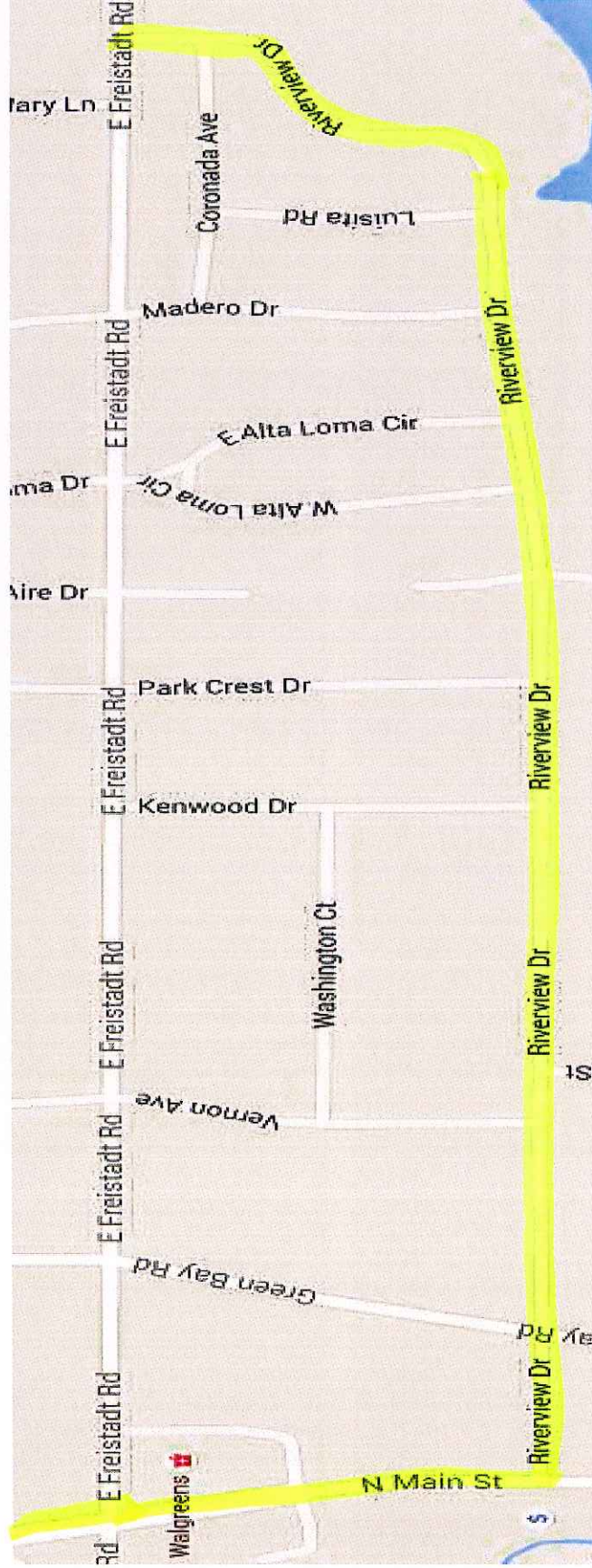
# [2016 6] Swan Rd – Sign directing east to Nature Center



[2016 28]Green Bay Rd – 4' lanes – from Highland Rd to Pioneer



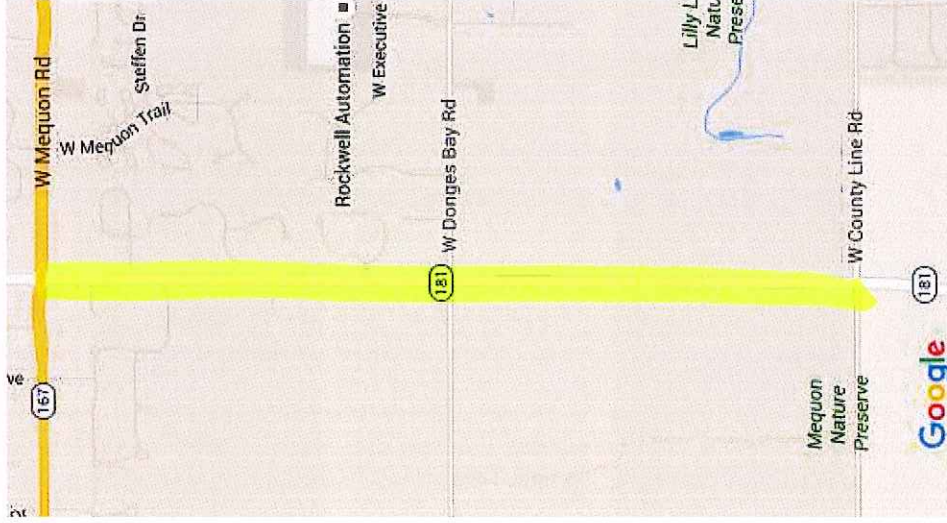
# [2016 3]Freistadt Rd – Signs routing bikes to Riverview Dr.



# State Projects



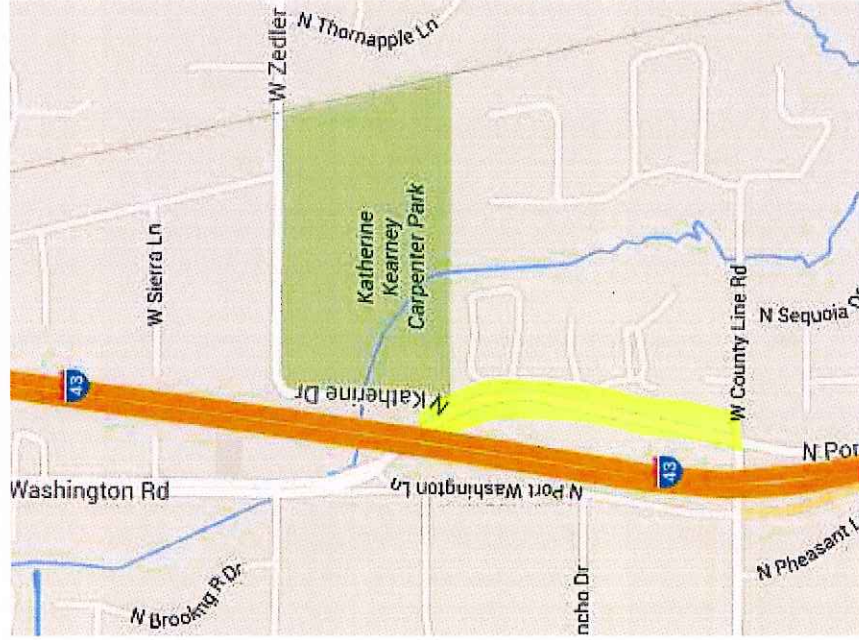
# [2016 9]Wauwatosa Rd – Stripe and Sign bike/ped lanes South of Mequon



# [2016 14] Mequon Rd – 4' lanes – Swan Rd to Wasaukee Rd

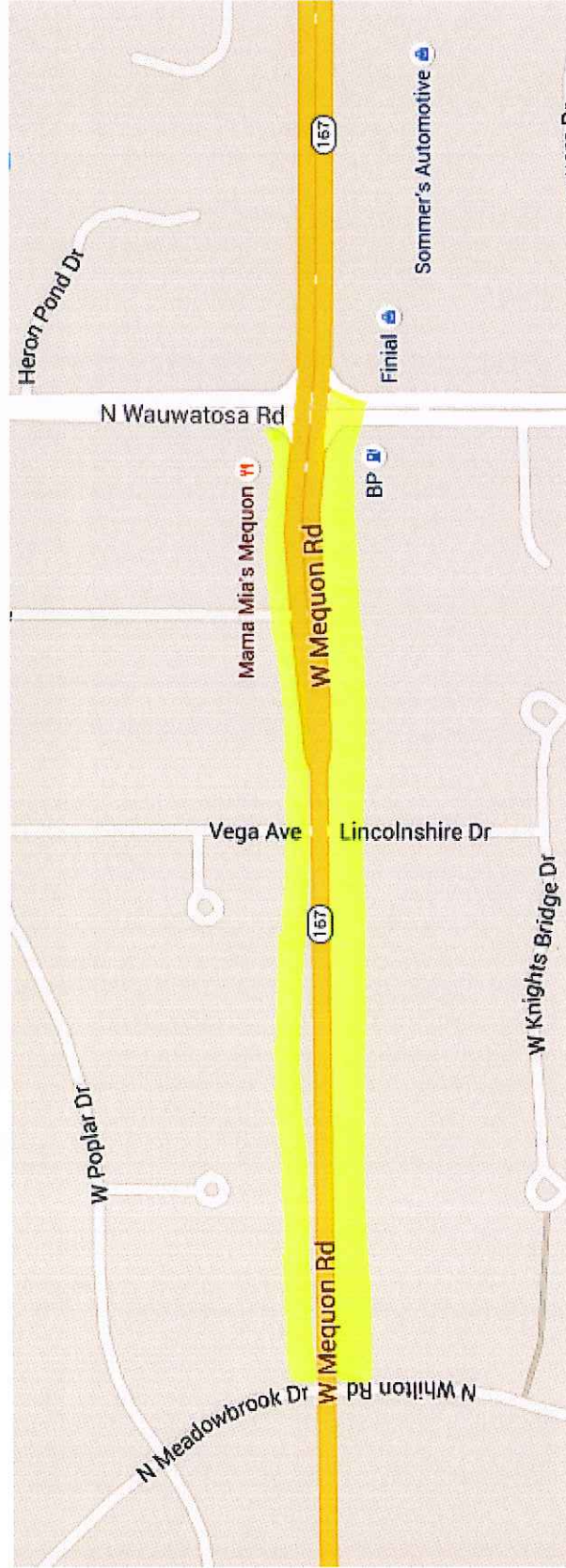


# [2016 18]Port Washington Rd – 4' bike lane Kathryn Dr to County Line Rd – tied to I-43 reconstruction





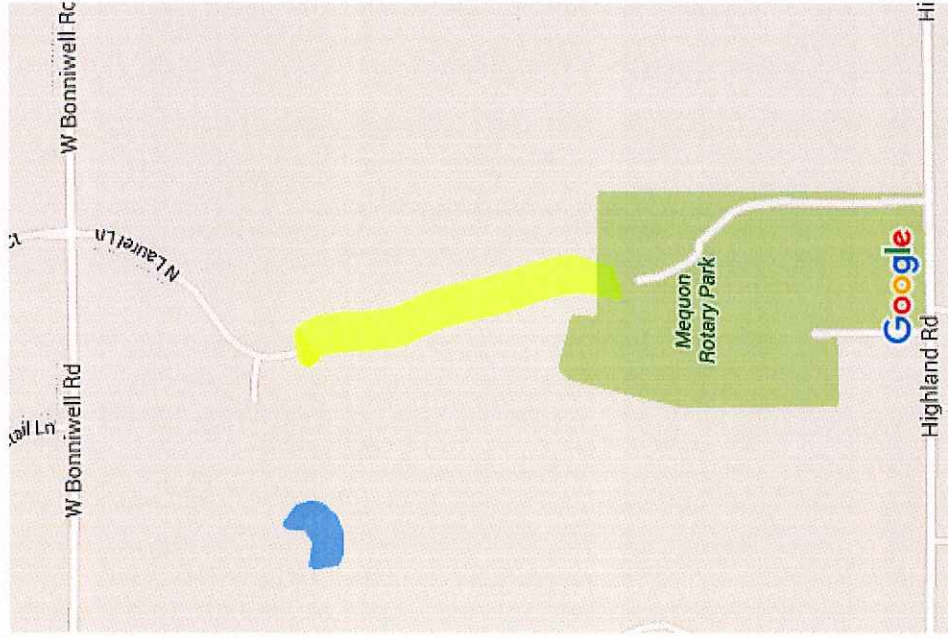
# [2016 21] Mequon Rd – Continue sidewalks to Meadowbrook Dr and Wilton Rd





# Low Feasibility Projects

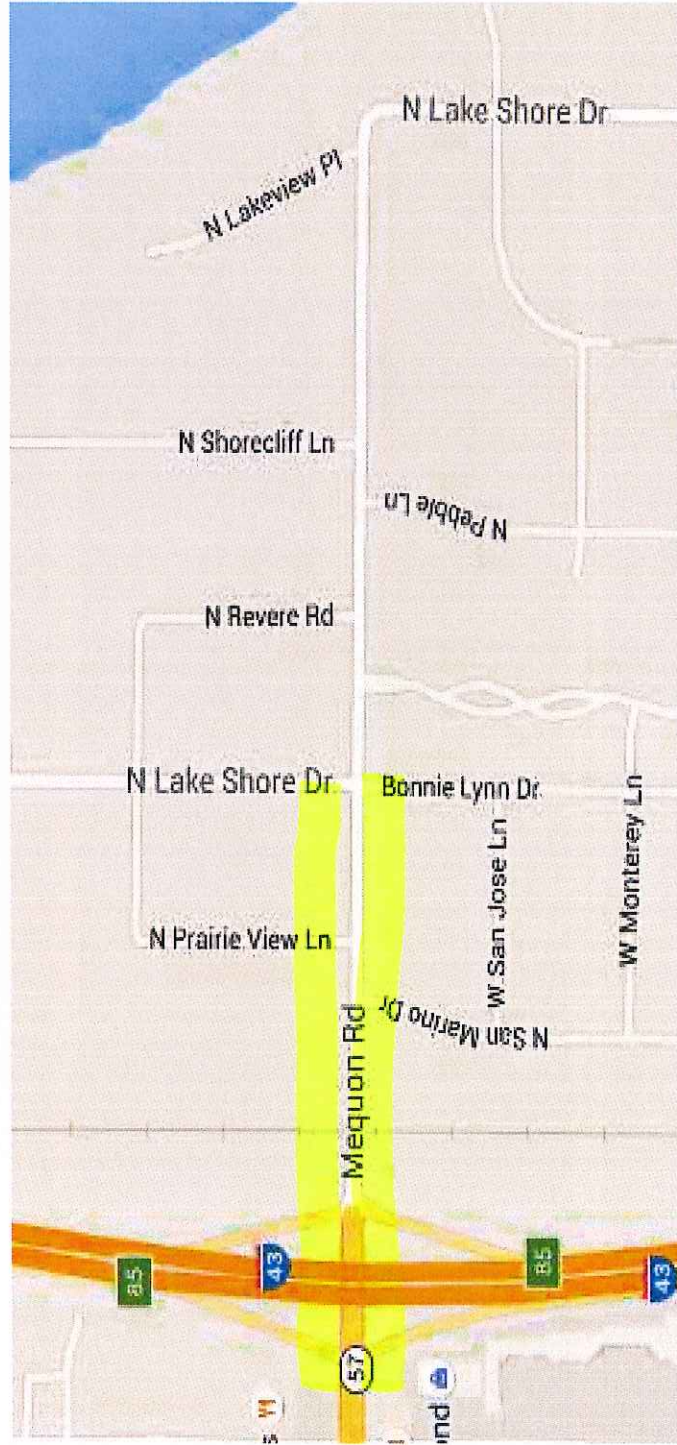
# [2016 8]Highland Rd – Off Rd Path – Rotary Park to Laurel Ln



# [2016 10]Swan Rd – Hiking Trail – Concord Dr to Nature Center (tied to Swan Rd reconstruction)

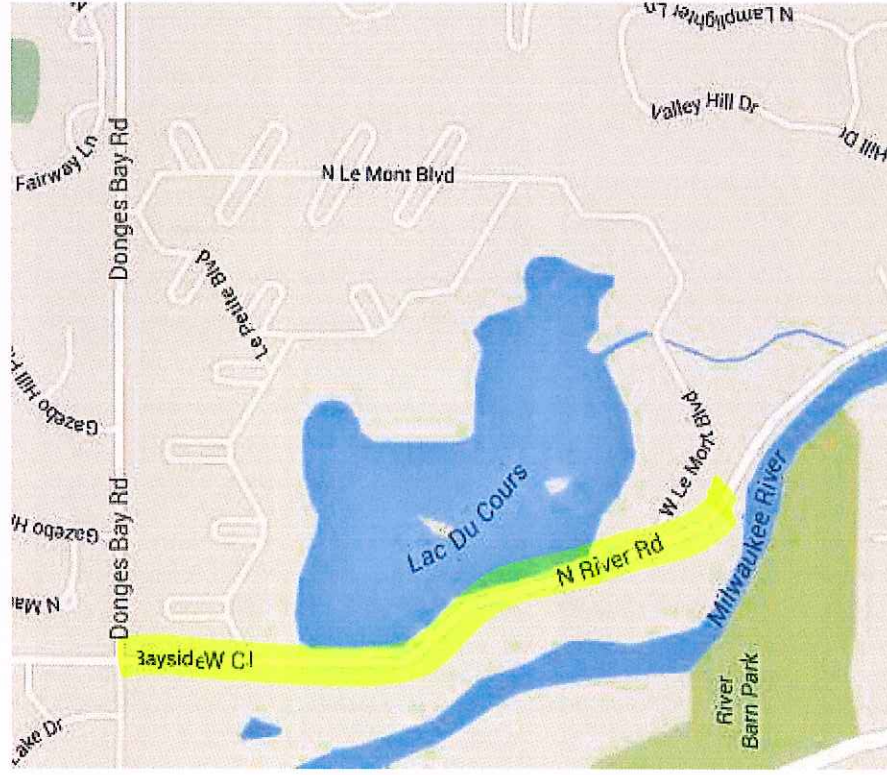


# [2016 11] Mequon Rd – 4' Lanes 1-43 Overpass to Lake Shore Dr





# [2016 19]River Rd – Lac du Cours off road bike/ped path



# [2016 22]River Rd – Bike/ped bridge over Milwaukee River – Mequon to Mequon



# [2016 15] Donges Bay Rd – Bike/Ped bridge over Milwaukee River

