

Appendices

Detailed Review of Plans and Policies

This section describes background plans and policy documents relevant to the Village of Grafton Bicycle and Pedestrian Plan. The summary identifies issues that may impact the findings and ultimate recommendations of this project.

The following plans were reviewed for this analysis:

Statewide Documents

- Wisconsin State Bicycle Transportation Plan 2020 (1998)
- Wisconsin Pedestrian Policy Plan 2020 (2002)
- Connections 2030
- Wisconsin Bicycle Planning Guidance (2003)
- Wisconsin Bicycle Facility Design Handbook (2004)
- Wisconsin Guide to Pedestrian Best Practices (2010)
- Wisconsin Rural Bicycle Planning Guide (2006)

Regional Documents

- SEWRPC Regional Transportation System Plan for Southeastern Wisconsin: 2035

Village of Grafton Documents

- 1996 Bicycle and Pedestrian Plan
- Comprehensive Plan for 2035
- Comprehensive Outdoor Recreation Plan 2014–2018
- Downtown Vision 2025 Workshop Report
- Capital Improvement Program 2015–2019
- Village Municipal Code (Title 10 Vehicles and Traffic and Title 11 Streets, Sidewalks and Public Places)
- Village Subdivision Code (Title 18)

Statewide Documents

Wisconsin State Bicycle Transportation Plan 2020

This plan provides guidance on the state-owned and state-supported transportation systems in Wisconsin. Several policies included in the plan apply to state-owned roadways within Grafton:

- Bicycle provisions on urban arterial streets (i.e., wide curb lanes, bicycle lanes or paved shoulders) should be made in accordance with Metropolitan Planning Organization (MPO) and community bicycle plans.
- On urban state trunk highways, where suitable accommodations for bicyclists now exist, new highway improvements will be planned to continue an acceptable level of service and safety for bicyclists.
- WisDOT will cooperate with local jurisdictions to help develop "stand alone" bikeway projects, including bicycle path facilities, when they are consistent with an approved plan and provide important bicycle transportation improvements.

- Intersection design should consider the needs of bicyclists. All intersections should be wide enough for safe bicyclist crossing.
- Multi-use paths (separated, primarily two-way bikeway facilities often referred to as trails) should be considered when: 1) bicyclists cannot be safely accommodated with on-street facilities; or, 2) an opportunity exists to improve the transportation aspects of bicycling by locating a rural bicycle path within an abandoned rail corridor, utility corridor, or river grade.
- Safe crossings should be maintained when bikeways, streets, and paths (trails) intersect highways. Additionally, crossing controls or grade separations (overpasses or underpasses) should be considered where gaps in traffic are inadequate for safe crossing.

Wisconsin Pedestrian Policy Plan 2020

The Pedestrian Policy Plan encourages local governments, MPOs, and Regional Planning Commissions (RPCs) to devote attention to meeting pedestrian needs on roadways in their areas. Key WisDOT policy statements and actions include:

- WisDOT will review all state trunk highway projects for pedestrian needs using scoping criteria and guidelines.
- WisDOT supports stand-alone sidewalk projects through such programs as the Transportation Enhancement Program for sidewalk retrofit projects to fill in gaps.
- WisDOT commits to minimizing the “barrier effect” to walking. This is sometimes posed by inadequate or high-stress pedestrian crossings of state trunk highways. Particular attention will be paid to needs near high traffic generators such as schools and commercial areas.

Connections 2030

WisDOT’s comprehensive transportation plan (Connections 2030) not only supports the recommendations of Wisconsin’s State Bicycle Transportation Plan 2020 and Pedestrian Policy Plan 2020, but calls for the incorporation of bicycle and pedestrian accommodations into projects now widely known as “complete streets.” The plan states that WisDOT and other agencies should “include bicycle and pedestrian facilities on state and federally funded projects, following the federal ‘Complete Streets’ policy.” The plan specifically calls on WisDOT to evaluate and work to expand opportunities to include bicycle and pedestrian accommodations on urban state trunk highway projects. The plan goes on to recommend changes to policies, practices, and standards to fully implement complete streets. The plan also lends support for the use of ADA design guidelines and community sensitive design solutions. A state law was passed in 2009 that made complete streets a requirement for new and reconstructed streets, with limited exceptions.

Wisconsin Bicycle Facility Design Handbook

This handbook is the primary source for facility design guidance in the state of Wisconsin. It discusses the operating characteristics and needs of bicyclists and presents the wide range of design options for enhancing a community’s bicycle transportation system. The guide covers basic roadway improvements for shared streets, details for on-street bicycle lanes, and the design of shared-use paths. Shared Lane Markings (SLMs), introduced into the 2009 edition of the FHWA Manual on Uniform Traffic Control Devices and in common use around the country, are not included in this guide.

Wisconsin Guide to Pedestrian Best Practices

The Wisconsin Guide to Pedestrian Best Practices provides detailed design, planning and program information for improving all aspects of the pedestrian environment. The guide serves as a companion document to the

Wisconsin Pedestrian Policy Plan 2020 to assist in the implementation of the goals, objectives and actions of the plan and serve as a reference or guidebook for state and local officials.

Wisconsin Rural Bicycle Planning Guide

This guide, like the Wisconsin Bicycle Planning Guidance, focuses primarily on “the utilitarian and transportation aspects of bicycling.” Its stated purpose is to provide general guidelines for planning and developing bicycle facilities in the counties and smaller communities of Wisconsin. Some limited design guidance is provided, but the emphasis is primarily on the planning process.

Regional Documents

SEWRPC Regional Transportation System Plan for Southeastern Wisconsin: 2035

A *Regional Transportation System Plan for Southeastern Wisconsin: 2035* is the fifth-generation regional transportation plan (prepared in 2006) produced by the Southeastern Wisconsin Regional Planning Commission (SEWRPC), the regional planning agency for Southeastern Wisconsin, including Ozaukee County. The bicycle and pedestrian facilities element of the plan was “designed to provide for safe accommodation of bicycle and pedestrian travel, encourage bicycle and pedestrian travel, and to provide modal choice.” The plan identifies 633 miles of existing on-street bikeways (paved shoulders, bicycle lanes, and sidepaths—see photo below) and 203 miles of regional off-street shared use paths, although these numbers have grown significantly since the release of the plan.



A sidepath is a shared-use path for bicyclists and pedestrians that is located immediately adjacent and parallel to a roadway.

While there are no Grafton-specific recommendations, the plan calls for the accommodation of bicycles on all arterial streets and highways (except freeways) upon construction, reconstruction, or resurfacing (on rural cross-sections). Accommodation should be provided through bicycle lanes, wide outside lanes, paved shoulders, or, under certain circumstances, a paved sidepath. The plan also calls for providing a regional system of off-street shared use paths in accordance with the recommendations of the park and open space plan for each county in the region; these paths would total 575 miles.

Additional recommendations call for all transit stations being readily accessible by bicyclists and pedestrians, providing secure bicycle parking at all park-ride lots and where off-street parking is provided, providing bicycle parking at the entrance to buildings, and consideration of providing bicycle transport on transit vehicles.

Village of Grafton Documents

1996 Bicycle and Pedestrian Plan

Adopted nearly two decades ago, Grafton's previous Bicycle and Pedestrian Plan (1996 Plan) was developed around and in recognition of Grafton's two primary land use and transportation patterns:

1. Gridded streets and denser land use in the older parts of the Village, which is naturally conducive to walking and bicycling because distances between destinations are short and low-traffic routes are easily found.
2. Newer, lower density land uses at the Village's edges served by streets that emphasize traffic speed and volume over connectivity, which is not naturally conducive to walking and bicycling due to greater distances between destinations and fewer, yet busier streets.

The 1996 Plan makes the astute observation that "All urban streets and rights-of-way, with the possible exception of expressways and freeways, will be used at one time or another by bicyclists and pedestrians" and that "Generally, motorized and non-motorized transportation users share similar origins and destinations..." The narrative goes on to say that the same streets that people choose when driving are those that people would prefer to use when bicycling or walking. This plan therefore sets the stage for the development of Grafton's existing active transportation system, including influencing the development of the Ozaukee Interurban Trail (referred to in the plan as the "WEPCO corridor"). It also identified opportunities for bicycle and pedestrian corridors along the Milwaukee River, Cedar Creek, and future street and bridge connections.

The network recommendations of the 1996 Plan include numerous signed/shared roadways, mostly along low-traffic neighborhood streets, and a select number of wide curb lanes, paved shoulders, and bike lanes along busier streets (1st Avenue, 12th Avenue, Cheyenne Avenue, Falls Road, North Green Bay Road, South Green Bay Road, and Washington Street). The plan identifies Wisconsin Avenue between the intersections of Bridge Street and Cedar Street as the location of a high proportion of bicyclist-involved crashes that occurred in the Village between 1990 and 1995; however, it does not recommend any bicycle accommodations along this street. Since adoption, some of the 1996 Plan's network recommendations have been implemented. Namely, major sections of the Ozaukee Interurban Trail have been completed and bike lanes have been provided on 1st Avenue between North Street and the Ozaukee Interurban Trail. Washington Street, identified in the plan as the primary east-west arterial for bicycling only has bike lanes east of 17th Avenue.

The primary pedestrian recommendations within the 1996 Plan include curb extensions (or bump-outs) downtown and along Wisconsin Avenue, uniform sidewalk design criteria, and for providing marked crosswalks at the following intersections:

- Wisconsin Avenue/Falls Road
- Wisconsin Avenue/Bridge Street
- 12th Avenue/Washington Street
- Midblock intersection of Hickory Street with the Ozaukee Interurban Trail

Included in the plan are design guidelines, facility selection guidelines, and cost estimates for various types of bicycle accommodations, such as paved shoulders, shared lanes, and bike lanes. However, the plan was developed prior to the adoption of current planning and design guidance on both the national level (such as the 2012 AASTHO *Guide for the Development of Bicycle Facilities*) and state level (such as WisDOT's 2004 *Wisconsin Bicycle Facility Design Handbook* and the 2010 *Wisconsin Guide to Pedestrian Best Practices*). Therefore, the plan's guidance regarding the design and application of bicycle facilities is considerably outdated.

Comprehensive Plan for 2035

The Village of Grafton's current Comprehensive Plan was adopted in 2009 and was prepared as part of a multi-jurisdictional partnership including Ozaukee County and 13 other local governments. The transportation element of the Comprehensive Plan closely aligns with the SEWRPC Regional Transportation System and shares many of its recommendations. State statute requires municipalities to have current comprehensive plans and governs the contents of and process used to develop such documents. The Comprehensive Plan serves as Grafton's primary guiding document for decision-making in the areas of agriculture, land use, housing, transportation, utilities, and economic development.

The Comprehensive Plan recognizes the strong interrelatedness between transportation and land use by encouraging compact development patterns and a multi-modal, regionally-connected transportation system that encourages bicycling, walking, and transit use. The Transportation element of the Comprehensive Plan is intended to provide for safe accommodation of bicycle and pedestrian travel, encourage bicycle and pedestrian travel as an alternative to personal vehicle travel, and to provide a variety of transportation choices. A survey was conducted during the development of the Comprehensive Plan, and respondents "placed a high priority on the development of bike paths, pedestrian access to open space, and increased bus service and a low priority on widening and major improvements to existing roads." Therefore, expanding bicycle and pedestrian facilities as an alternative to alleviate traffic congestion, rather than increasing roadway capacity for motor vehicles, was considered.

The plan includes several goals, objectives, and policy and program recommendations that relate to bicycling and walking, including:

- Improve transportation infrastructure and land use design to support a range of transportation choices for all citizens.
- Provide an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependent residents, persons with disabilities, and the elderly.
- Establish land use development patterns that can be efficiently served by public transportation, such as the Ozaukee County Express Bus System, and alternative transportation systems such as bicycle and pedestrian trails.
- Work with neighboring communities and the County to ensure the arterial street network, transit services, and bicycle and pedestrian facilities are appropriately sized and located to serve Village residents.
- Design and operate Village streets and highways to provide safe access for all users, including bicyclists and pedestrians.
- The plan recommends that bicycle accommodation be provided on all arterial streets, except freeways, as those streets are constructed or reconstructed.
- The plan recommends providing sidewalks on both sides of all new and existing streets, with the exception of a few conditions (such as low-density residential areas) in which sidewalks should be provided on at least one side if not both.

Other than completing connections to the Ozaukee Interurban Trail, the Comprehensive Plan does not make recommendations for specific bicycle and pedestrian links. However, it does identify two transportation projects that will have a significant effect on bicycling and walking in Grafton. The first is to extend 1st Avenue from its current terminus at Rose Street north to Cedar Creek Road. This extension could change the traffic dynamic on this street, which has bike lanes and is a primary connection between the north and south segments of the Ozaukee Interurban Trail through Grafton. The second is to widen WIS 60/Washington Street from two to four lanes. Increasing the capacity of this street could negatively affect bicycling along or across it. However, for both 1st

Avenue and Washington Street there exist opportunities to leverage the projects to enhance walking and bicycling by incorporating bikeways and sidewalks in the construction of the roadways.

Comprehensive Outdoor Recreation Plan 2014–2018

The Comprehensive Outdoor Recreation Plan (CORP) reflects Grafton’s vision and near-term priorities for developing its parks system. It includes an inventory of existing park and recreational facilities, quantitative and qualitative analyses of future needs, and recommendations for additional parkland, new recreational facilities, signage, public art, and other outdoor recreational facilities. The CORP also includes consideration of bicycle and pedestrian infrastructure, including an inventory of existing trails, general trail and bikeway design guidance, and recommendations for future trail alignments.

The plan includes several goals, objectives, and recommendations related to bicycling and walking, including:

- Continue to develop interconnected biking and walking trails that provide easy and safe access to all neighborhoods.
- Parks and open spaces should be interconnected with off-street trails and on-street bike lanes.
- The provision of safe and convenient bike connections between parks, open spaces, recreational facilities, and other destinations should be emphasized in on-going Village planning and acquisition efforts.
- Work with Board of Public Works to improve greenway landscaping and help define possible trails through the greenways.
- Develop a River and Trail Task Force to spearhead in trail and bike path planning.
- Work with Plan Commission and Board of Public Works to add routes or bike lanes, when needed, on newly constructed streets that will serve to connect the existing system of biking and walking facilities.

The plan identifies the opportunity to utilize the multiple We Energies rights-of-way, which cross the Village, as corridors for paths that connect neighborhoods, shopping areas, and recreational facilities. This opportunity would allow new connections to the Ozaukee Interurban Trail and ultimately to Lake Michigan. These opportunities, as well as others, are included on a map of future parks and facilities as “future bicycle/pedestrian facilities.” The map also identifies future river access and canoe launch locations, but does not identify any new crossings of the Milwaukee River.

A discussion of access to the Milwaukee River points out that much of the land along the river’s banks is privately-owned and inaccessible to the general public. However, it does recommend expanding the Village’s riverwalk system and incorporating it with regional trails (such as the Ozaukee Interurban Trail). The plan identifies the need for the adoption of a statutory redevelopment plan to outline and redirect redevelopment efforts, including relocating larger industrial uses away from the river, developing mixed-use areas along the river, and establishing and maintaining easements all along the river.

The plan identifies the need for the Village to work with the Wisconsin Department of Transportation and Ozaukee County to ensure safe connections across major roadways including WIS 60, Wisconsin Avenue, Port Washington Road, CTH V/WIS 32, and Green Bay Road.

Finally, the plan includes descriptions/definitions, objectives, and guidelines for off-street recreation trails and on-street bicycle facilities. This includes recommending widths and appropriate contexts for providing bike lanes, paved shoulders, and shared-use paths. The guidelines provided align with the 2012 AASHTO *Guide for the Development of Bicycle Facilities* and WisDOT standards.

Downtown Vision 2025 Workshop Report

This document summarizes the outcomes of a workshop, held in June 2010, to formulate the future direction of downtown for the next 15 years. The workshop focused on five topics: Redevelopment, Land Use and Linkage,

Transportation and Parking, Architecture and Aesthetics, and Marketing. A portion of the workshop was dedicated to judging several completed downtown redevelopment projects based on their resulting outcomes relative to each of these topics. Following this, a brainstorming session was held in which participants were asked “what do you like about the downtown redevelopment that has occurred?” and “what would you like to see improved in the future?” Relevant responses include:

“What do you like about the downtown redevelopment that has occurred?”

- Walkability
- Bike trail leading into downtown area
- Streetscape = walkability and aesthetically pleasing
- Riverwalk, dam overlook and the bike trail brings walkers and bikers downtown
- Well designed, accessible for walkers and bikers
- Streetscape and Wisconsin Avenue bike path

“What would you like to see improved in the future?”

- Maximizing year-round riverwalk usage
- Linkage between assets- strengthen connections between downtown and other community assets
- Make WIS 60 & 13th Avenue crossing safer for pedestrians
- Extend riverwalk to the north across WIS 60
- Wayfinding signage – develop kiosks with all community amenities and maps
- The Ozaukee Interurban Trail needs more signage to direct trail users through the downtown
- Better pedestrian crossing at 13th Avenue and Washington Street is needed

Capital Improvement Program 2015–2019

The Capital Improvement Program (CIP) is the Village of Grafton’s five-year budget and plan for capital projects. It details how much will be spent each year on specific projects and specifies the source of the funding. The plan is revised each year, at which time individual project/purchase budgets may be added, modified, delayed, accelerated, or removed. The development of the CIP each year goes through a roughly nine-month process that includes input from Village staff, committees, commissions, and the general public. The Village Board provides input and approves the CIP each year. For the 2015–2019 CIP, the total budget for expenditures is \$19,984,387.

Each year, the CIP budget includes roadway projects of varying degrees, from full construction/reconstruction to minor pavement overlays. In many years, it also includes unique projects related to bicycling and walking, such as streetscape enhancements, pedestrian walkways, sidewalk replacement, etc. As illustrated in Table 1, there are a number of projects related to bicycle and pedestrian mobility contained within the current CIP. The Village of Grafton has budgeted a total of approximately \$4.6 million for these selected projects.

Table 1: Village of Grafton Capital Improvement Program 2015-2019 (Selected Projects)

Project	2015	2016	2017	2018	2019	5-Year Total
Sidewalk Replacement Program	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$200,000
Urbanize Falls Rd	\$714,000	\$0	\$0	\$0	\$0	\$714,000
Overlay - 9th Av (Washington St to Spring St)	\$0	\$74,240	\$0	\$0	\$0	\$74,240
Overlay - 7th Av (Washington St to North St)	\$0	\$171,600	\$0	\$0	\$0	\$171,600
Overlay - Spring St (9th Av to 12th Av)	\$0	\$115,200	\$0	\$0	\$0	\$115,200
Overlay - Elm St (5th Av to 7th Av)	\$0	\$0	\$84,480	\$0	\$0	\$84,480
Overlay - Power St (5th Av to 7th Av)	\$0	\$0	\$84,480	\$0	\$0	\$84,480
Overlay - Sixth Av (Spring St to Elm St)	\$0	\$0	\$200,960	\$0	\$0	\$200,960
Overlay - Audubon Av (W. Juniper Dr to Audubon Ct)	\$0	\$0	\$0	\$149,160	\$0	\$149,160
Overlay - Audubon Ct (Audubon Av to End)	\$0	\$0	\$0	\$39,600	\$0	\$39,600
Overlay - W Althea Dr (1st Av to Audubon Av)	\$0	\$0	\$0	\$76,560	\$0	\$76,560
Overlay - W Maple St (Audubon Av 200 ft W)	\$0	\$0	\$0	\$26,400	\$0	\$26,400
Overlay - W Aspen St (Audubon Av 200 ft W)	\$0	\$0	\$0	\$26,400	\$0	\$26,400
Overlay - Woodridge Dr (11th Av to Greenfield Dr)	\$0	\$0	\$0	\$0	\$163,040	\$163,040
Overlay - Northbrooke Dr (Woodridge Dr to Green Bay Rd)	\$0	\$0	\$0	\$0	\$79,200	\$79,200
Overlay - Greenfield Dr (Woodridge Dr to Brookside Dr)	\$0	\$0	\$0	\$0	\$125,400	\$125,400
Overlay 13th Av (Washington St to North St)	\$0	\$0	\$305,000	\$0	\$0	\$305,000
Pedestrian Walkway - 13th Av North	\$0	\$0	\$0	\$0	\$82,500	\$82,500
ADA Path on Cedar St	\$0	\$0	\$0	\$0	\$155,000	\$155,000
Old Mill Prop - Streetscape	\$0	\$0	\$0	\$0	\$120,000	\$120,000
Falls Rd and 1st Av Streetscape	\$0	\$0	\$0	\$0	\$210,000	\$210,000
Falls Rd Reconstruction (Wisconsin Av to 1st Av)	\$0	\$0	\$0	\$0	\$370,000	\$370,000
1st Av (Ozaukee Interurban Tr to Oak St)	\$0	\$0	\$0	\$0	\$515,000	\$515,000
1st Av (Oak St to Wisconsin Av)	\$0	\$0	\$0	\$0	\$380,000	\$380,000
Chateau Dr (Wisconsin Av to 1st Av)	\$0	\$0	\$0	\$0	\$132,000	\$132,000
Totals	\$756,015	\$403,056	\$716,937	\$360,138	\$2,374,159	\$4,600,220

Village Municipal Code

The following are policies extracted from the Village of Grafton Municipal Code. They specifically relate to bicycle and pedestrian issues within the Village. Where needed, commentary has been added in *red italic type*. According to state law, local authorities may adopt traffic regulations in strict conformity with state law. For subjects addressed by state law, local authorities may not adopt regulations that are stricter or substantially different from the state law.

10.16 Speed Limits – This chapter specifies statutory speed limits across the Village. The default speed limit is 25 miles per hour, which applies to all streets unless specified otherwise. A permissible speed of 30 miles per hour is provided on portions of Wisconsin Avenue, Cedar Creek Road, and Washington Street. A permissible speed of 35 miles per hour is provided on portions of Keup Road, Cheyenne Avenue, Washington Street, and Pleasant Valley Road. A permissible speed of 40 miles per hour is provided on portions of Washington Street (east of 17th Avenue). A permissible speed of 55 miles per hour is provided on portions of Grafton Avenue (CTH V) from Willow Lane to the north Village limits.

10.36 Stopping, Standing and Parking – This section details requirements associated with on-street parking. It identifies locations where on-street parking is not allowed at any time, locations where parking is prohibited during certain times of the day, and locations where parking is limited to periods of various durations (e.g., 15 minute parking, one-hour parking, etc.).

10.64.010 [Bicycle] License Required – No person who is a resident of the Village shall ride or use a bicycle upon any public street in the Village, unless the same shall have been registered and a registration sticker attached in a designated area of the frame as provided in this chapter.

10.64.020 Issuance of License – Application for license shall be made to the Police Department upon forms provided containing the name, date of birth, address and phone number of the owner, together with a complete description of the bicycle. Upon proper application and payment of the license fee, the Police Department shall issue a bicycle registration sticker. The sticker shall be issued for the life of the bicycle beginning January 01, 1998. The fee for the bicycle sticker shall be Five Dollars (\$5.00). The Police Department shall keep a record of the date of the issuance of each sticker, to whom issued, and the number thereof. Registration shall be serially numbered and kept on file at the Police Department. If a licensed bicycle is transferred to another Village resident, a new license must be purchased by the new owner.

It is unclear how residents are to go about registering their bicycles. A search of the Village website (using the term "bicycle registration") does not return any results.

10.64.040 Violation–Penalty – Any person violating any of the provisions of [Chapter 10.64] shall, upon conviction thereof, forfeit a sum not less than ten dollars (\$10.00), and not to exceed fifty dollars (\$50.00), plus court costs.

11.04.010 [Sidewalk] Construction and maintenance responsibility of abutting owner – A) It shall be the duty of the abutting property owner to build, repair, construct and perpetually maintain sidewalks along or upon any street in the village and to pay the entire cost thereof, except as indicated in section B. B) As part of the Village of Grafton Sidewalk Replacement Program, the Village replaces concrete sidewalk that poses a trip hazard based upon specific review criteria. There is no cost to the property owner for sidewalk replacement work completed within the scope of the Sidewalk Replacement Program.

11.36.010 Removal of snow and ice required – The person in charge of any real property abutting or fronting upon a paved public sidewalk shall remove and clear away or cause to be removed or cleared away, all snow and ice by ten p.m. of the day following a snowfall; provided, that when ice has so formed on any sidewalk that it cannot be removed, then the persons referred to in this section shall cause the ice from remaining and presenting a hazard to the users of the sidewalk by the use of sand, abrasive material or any product designed to prevent ice from forming or to remain in its form and not be injurious to the health and safety of the public.

11.36.020 Complaints—Investigation—owner responsibility – The police department shall, upon complaint of any person, investigate and cause the arrest of either the owner, occupant or person in charge of the premises if there is a failure to have complied with the provisions of [Section 11.36.010], or cause the charging of such person with violation of this chapter.

When snow removal enforcement is carried out by the police department, is there any coordination with public works or private contractors to remove the violating snow or ice, or is a ticket simply written for the infraction?

Subdivision Code (Village Code Title 18)

The Subdivision Code (Title 18 of the Municipal Code) is a special provision that dictates how land is divided into smaller lots or parcels when being developed for residential, commercial, industrial, or other purposes. It specifies particulars such as building setback lines, easements, lot width, street width, etc. Grafton's Subdivision Code applies to all land within the corporate limits of the Village, as well as the Village's extra-territorial jurisdiction (planning area).

The following are policies extracted from the Subdivision Code. They specifically relate to bicycle and pedestrian issues within the Village. Where needed, commentary has been added in *red italic type*.

18.20.070 Streets—Width – This section defines the right-of-way and roadway pavement (curb face to curb face) widths of various street types. It specifies that boulevards (divided roadways) shall have dual 34-foot wide pavements with a 24-foot wide median, major streets shall be 48 feet wide, and collector streets shall be 44 feet wide.

Depending on the lane configuration of each street, the specified pavement widths may not allow for the provision of bike lanes.

18.20.190 Blocks – This section states that the maximum residential block length is 1,800 feet and the minimum length is 900 feet unless approved by the Plan Commission. It goes on to state that the minimum distance between parallel street centerlines shall be 286 feet. It also states that pedestrian crosswalks not less than 12 feet wide may be required by the Plan Commission where deemed desirable to provide convenient pedestrian circulation or access to schools, playgrounds, shopping centers, transportation, and other community facilities.

The typical block size in the older, more bicycle- and pedestrian-friendly parts of Grafton is approximately 330 by 700 feet. Setting as standard a 900 foot length will encourage continued car-oriented development patterns that are not naturally conducive to walking and biking.

18.20.280 Sidewalks and pedestrian trails – This section requires sidewalks to be provided in subdivisions. It specifies 5-foot wide concrete sidewalks constructed on both sides of all internal streets as well as on the subdivision's side of streets on its edges. Cul-de-sacs, dead ends, etc. may be allowed to have sidewalks on only one side and may be exempted from sidewalk provision altogether. This section allows minimum 5-foot wide asphalt pedestrian trails in lieu of or in addition to sidewalks within duplex, multifamily, and planned developments. It goes on to state that where such trails are also to be used as bikeways they shall be a minimum of 8 feet wide.

The AASHTO Guide for the Development of Bicycle Facilities allows paths or trails to be as narrow as 8 feet if they will receive limited use. The standard width to be applied in most situations is 10 feet.

18.28.100 Sidewalks – This section restates that subdividers shall install concrete sidewalks along both sides of all streets shown on the plat. It also states that the subdivider shall pay for sidewalk construction, inspection, supervision, and engineering fees.

Detailed Bicycle Facility Recommendations Table with Costs

The table on the following pages details the facility recommendation and planning-level cost estimate (in 2015 dollars) for each bikeway recommendation on a block-by-block basis. Rather than implementing these recommendations block-by-block, however, implementation will likely occur by assembling multiple recommendations into larger projects.

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Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
844	Sharrow		\$671		Restricted lane		\$4,867	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		11th Ave	Spring St	North St	0.15
845	Sharrow		\$327				None				None		11th Ave	Beech St	Bridge St	0.07
846			None		None		None				None		11th Ave	Wisconsin Ave	Beech St	0.02
847	Sharrow		\$462				None				None		11th Ave	Bridge St	Washington St	0.10
848	Sharrow		\$515		Restricted lane		\$3,737	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		11th Ave	Washington St	Spring St	0.11
690			None		Sharrow		\$462				None		12th Ave	Bridge St	Washington St	0.10
743	Sharrow		\$585		Restricted lane		\$4,245	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		12th Ave	Broad St	Cedar St	0.13
744	Sharrow		\$296		Restricted lane		\$2,148	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		12th Ave	Cedar St	Beech St	0.06
745	Sharrow		\$632		Restricted lane		\$4,588	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		12th Ave	Falls St	Maple St	0.14

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
746	Sharrow		\$245		Restricted lane		\$1,774	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		12th Ave	Falls Rd	Falls St	0.05
749	Sharrow		\$776		Restricted lane		\$5,632	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		12th Ave	Maple St	Broad St	0.17
852	Sharrow		\$143		None		None				None		16th Ave	Bridge St	Bridge St	0.03
185	Restricted lane		\$1,252	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Traffic calming		\$17,838		17th Ave	Spruce St	Spruce St	0.04
190	Restricted lane		\$2,157	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Traffic calming		\$30,746		17th Ave	Pine St	17th Ave	0.06
193	Restricted lane		\$2,331	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Traffic calming		\$33,220		17th Ave	17th Ave	Pine St	0.07

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
197	Restricted lane		\$5,925	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Traffic calming		\$84,440		17th Ave	Cedar St	Bridge St	0.17
199	Restricted lane		\$2,513	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Traffic calming		\$35,818		17th Ave	17th Ave	Spruce St	0.07
200	Restricted lane		\$2,331	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Traffic calming		\$33,220		17th Ave	Falls Rd	17th Ave	0.07
202	Restricted lane		\$712	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Traffic calming		\$10,150		17th Ave	17th Ave	17th Ave	0.02
203	Restricted lane		\$2,159	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Traffic calming		\$30,765		17th Ave	Bridge St	17th Ave	0.06

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)	
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes					
205	Restricted lane		\$5,858	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None			Traffic calming		\$83,474		17th Ave	Spruce St	Cedar St	0.17
209			None		Restricted lane		\$7,090	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.		Traffic calming		\$105,033		17th Ave	Valley Dr	Falls Rd	0.21
238			None		Bike lane	Standard (move median)	None	Median width could be reduced to make room for bike lanes.	Path	Sidepath		\$22,223	Side path or widened sidewalk on east side of road. See sidewalk recommendation in pedestrian projects. Requires crossing treatments at Hwy V to meet up with recommended path on NW side of intersection.'	17th Ave	Washington St	Sunset Ct	0.10
859	Sharrow		\$94		Restricted lane		\$686	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.		Traffic calming		\$10,158		17th Ave	17th Ave	Washington St	0.02
669	None		None		None		None					None		1st Ave	Walters Dr	W Highland Dr	0.07
670	None		None		None		None					None		1st Ave	W Maple St	W Althea Dr	0.06
674	None		None		None		None					None		1st Ave	Beech St	W Bridge St	0.05
680	None		None		None		None					None		1st Ave	W Althea Dr	W Juniper Dr	0.06
681	None		None		None		None					None		1st Ave	Maple St	W Maple St	0.05

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
682	None		None		None		None			None			1st Ave	W Highland Dr	Beech St	0.14
683	None		None		None		None			None			1st Ave	W Bridge St	Washington St	0.15
684	None		None		None		None			None			1st Ave	W Juniper Dr	Walters Dr	0.08
692			None		Bike lane	Standard	\$4,720	Stripe bike lanes to continue the existing lanes north of the Ozaukee Interurban Trail.			None		1st Ave	Chateau Dr	W Oak St	0.14
696	Sharrow		\$609		Bike lane	Standard	\$4,422	Stripe bike lanes to continue the existing lanes north of the Ozaukee Interurban Trail.			None		1st Ave	W Falls Rd	Maple St	0.13
697			None		Bike lane	Standard	\$4,326	Stripe bike lanes to continue the existing lanes north of the Ozaukee Interurban Trail.			None		1st Ave	Wisconsin Ave	Chateau Dr	0.13
705			None		Bike lane	Standard	\$6,162	Stripe bike lanes to continue the existing lanes north of the Ozaukee Interurban Trail.			None		1st Ave	W Oak St	W Falls Rd	0.18
716	Sharrow		\$352		Restricted lane		\$2,552	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		1st Ave	Washington St	Spring St	0.08

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
721	Sharrow		\$605		Restricted lane		\$4,391	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		1st Ave	Spring St	North St	0.13
295			None		Restricted lane	Lop-sided (bike lane / restricted lane)	\$4,670	Stripe bike lane on W side of road and remove parking (if allowed). Stripe restricted lane on E side that allow bikes, parked cars, and right turns only.			None		5th Ave	Green Valley Rd	Mayfair Rd	0.14
349			None		Restricted lane	Lop-sided (bike lane / restricted lane)	\$1,806	Stripe bike lane on W side of road and remove parking (if allowed). Stripe restricted lane on E side that allow bikes, parked cars, and right turns only.			None		5th Ave	Mayfair Rd	Hickory St	0.05
371			None		Restricted lane		\$322	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		5th Ave	5th Ave	Green Valley Rd	0.01
402			None		Restricted lane		\$2,262	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		5th Ave	Cedar Creek Rd	Overland Trl	0.07

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
404			None		Restricted lane		\$3,444	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		5th Ave	Deerwood Ct	5th Ave	0.10
462			None		Restricted lane		\$4,286	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		5th Ave	Overland Trl	Deerwood Ct	0.13
833			None		Restricted lane	Lop-sided (bike lane / restricted lane)	\$3,984	Stripe bike lane on W side of road and remove parking (if allowed). Stripe restricted lane on E side that allow bikes, parked cars, and right turns only.			None		5th Ave	Hickory St	5th Ave	0.12
834			None		Restricted lane	Lop-sided (bike lane / restricted lane)	\$1,525	Stripe bike lane on W side of road and remove parking (if allowed). Stripe restricted lane on E side that allow bikes, parked cars, and right turns only.			None		5th Ave	5th Ave	Power St	0.05

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
835			None		Restricted lane	Lop-sided (bike lane / restricted lane)	\$2,605	Stripe bike lane on W side of road and remove parking (if allowed). Stripe restricted lane on E side that allow bikes, parked cars, and right turns only.			None		5th Ave	Power St	5th Ave	0.08
836			None		Restricted lane	Lop-sided (bike lane / restricted lane)	\$1,858	Stripe bike lane on W side of road and remove parking (if allowed). Stripe restricted lane on E side that allow bikes, parked cars, and right turns only.			None		5th Ave	Elm St	Rose St	0.06
837			None		Restricted lane		\$3,799	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		5th Ave	Spring St	Washington St	0.11
838			None		Restricted lane		\$4,444	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		5th Ave	North St	Spring St	0.13
839			None		Restricted lane		\$3,749	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		5th Ave	Rose St	North St	0.11

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
840			None		Restricted lane	Lop-sided (bike lane / restricted lane)	\$2,967	Stripe bike lane on W side of road and remove parking (if allowed). Stripe restricted lane on E side that allow bikes, parked cars, and right turns only.			None		5th Ave	5th Ave	Elm St	0.09
865	Bike lane	Lop-sided (bike lane / restricted lane)	\$2,643				None				None		7th Ave	Beech St	7th Ave	0.08
866	Bike lane	Lop-sided (bike lane / restricted lane)	\$7,834				None				None		7th Ave	7th Ave	Maple St	0.23
867	Bike lane	Lop-sided (bike lane / restricted lane)	\$3,493				None				None		7th Ave	Maple St	Wisconsin Ave	0.10
770			None		Sharrow		\$222				None		Audubon Ave	W Cedar St	W Highland Dr	0.05
726	Sharrow		\$279		Restricted lane		\$2,024	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Beech St	4th Ave	5th Ave	0.06
728	Sharrow		\$198		None		None				None		Beech St	Wisconsin Ave	12th Ave	0.04
730	Sharrow		\$280		Restricted lane		\$2,035	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Beech St	6th Ave	7th Ave	0.06

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	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
748	Bike lane	Buffered bike lane	\$1,117	Stripe buffered bike lane. Add green paint for extra visibility in both directions through 11th Ave intersection.	None		None		None		None		Beech St	11th Ave	Wisconsin Ave	0.02
756	Sharrow		\$455		Restricted lane		\$3,299	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Beech St	Beech St	11th Ave	0.10
758	Sharrow		\$318		Restricted lane		\$2,305	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Beech St	1st Ave	2nd Ave	0.07
759	Sharrow		\$592		Restricted lane		\$4,297	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Beech St	2nd Ave	4th Ave	0.13
762	Sharrow		\$286		Restricted lane		\$2,075	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Beech St	5th Ave	6th Ave	0.06
764	Sharrow		\$508		Restricted lane		\$3,684	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Beech St	7th Ave	Beech St	0.11

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	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
843	Sharrow		\$53		Restricted lane		\$384	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Beech St	Beech St	Beech St	0.01
849	Sharrow		\$86		None		None				None		Bridge St	Bridge St	Bridge St	0.02
850	Sharrow		\$102		None		None				None		Bridge St	14th Ave	Bridge St	0.02
851	Sharrow		\$176		None		None				None		Bridge St	13th Ave	14th Ave	0.04
853	Sharrow		\$171		None		None				None		Bridge St	Bridge St	Bridge St	0.04
854	Sharrow		\$322		None		None				None		Bridge St	12th Ave	13th Ave	0.07
855	Sharrow		\$470		None		None				None		Bridge St	16th Ave	17th Ave	0.10
856	Sharrow		\$241		None		None				None		Bridge St	15th Ave	16th Ave	0.05
857	Further study needed		TBD	Add contraflow bike lane. May require some reconfiguration of parking.	None		None				None		Bridge St	12th Ave	11th Ave	0.06
296			None				None		Path	Sidepath	\$9,460	Side path on north side	Cedar Creek Rd	10th Ave	Cedar Creek Rd	0.04
302			None				None		Path	Sidepath	\$12,899	Side path on north side	Cedar Creek Rd	9th Ave	10th Ave	0.06
305			None				None		Path	Sidepath	\$7,049	Side path on north side	Cedar Creek Rd	Cedar Creek Rd		0.03
310			None				None		Path	Sidepath	\$23,546	Side path on north side	Cedar Creek Rd	Cedar Creek Rd	Cedar Creek Rd	0.11
512			None				None		Sharrow		\$164		Chateau Dr	S Green Bay Rd	Wisconsin Ave	0.04
591			None		Restricted lane		\$1,162	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Cheyenne Ave	Seminole St	Cheyenne Ave	0.03
618			None				None		Restricted lane		\$3,290	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Cheyenne Ave	Fox Ln	Blackfoot Ave	0.09

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	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
630			None		Restricted lane		\$4,918	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Cheyenne Ave	Cherokee St	Seminole St	0.15
631			None				None		Restricted lane		\$3,292	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Cheyenne Ave	Blackfoot Ave	Cheyenne Ave	0.09
633			None		Bike lane	Buffered bike lane	\$3,861	Stripe buffered bike lanes in both directions.			None		Cheyenne Ave	Washington St	Cheyenne Ct	0.10
635			None		Restricted lane		\$3,154	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Cheyenne Ave	Ottawa Ln	Washington St	0.09
642			None		Bike lane	Buffered bike lane	\$7,947	Stripe buffered bike lanes in both directions.			None		Cheyenne Ave	Badger Cir	Badger Cir	0.20
643			None		Restricted lane		\$2,780	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Cheyenne Ave	Dakota Dr	Ottawa Ln	0.08
646			None		Restricted lane		\$1,910	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Cheyenne Ave	Cheyenne Ave	Cherokee St	0.06

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	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
654			None		Restricted lane		\$2,023	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Cheyenne Ave	Cheyenne Ave	Dakota Dr	0.06
658			None		Bike lane	Buffered bike lane	\$5,038	Stripe buffered bike lanes in both directions.			None		Cheyenne Ave	Cheyenne Ave	Badger Ct	0.13
659			None		Bike lane	Buffered bike lane	\$780	Stripe buffered bike lanes in both directions.			None		Cheyenne Ave	Badger Ct	Badger Cir	0.02
664			None		Bike lane	Buffered bike lane	\$6,264	Stripe buffered bike lanes in both directions.			None		Cheyenne Ave	Badger Cir	Delaware Ave	0.16
665			None		Bike lane	Buffered bike lane	\$3,097	Stripe buffered bike lanes in both directions.			None		Cheyenne Ave	Delaware Ave	Grafton Ave	0.08
860			None		Bike lane	Buffered bike lane	\$781	Stripe buffered bike lanes in both directions.			None		Cheyenne Ave	Cheyenne Ct	Cheyenne Ave	0.02
430			None				None		Paved shoulder	Add 1-2 feet	\$15,252	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Pleasant Valley Rd	Edgewater Ct	0.23
431			None				None		Paved shoulder	Add 1-2 feet	\$9,751	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O		Cedar Creek Rd	0.14
432			None				None		Paved shoulder	Add 1-2 feet	\$5,599	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Edgewater Rd	Pleasant Valley Rd	0.08

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	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
433			None				None		Paved shoulder	Add 1-2 feet	\$13,859	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Edgewater Dr		0.21
434			None				None		Paved shoulder	Add 1-2 feet	\$8,694	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O		Northbrooke Dr	0.13
435			None				None		Paved shoulder	Add 1-2 feet	\$9,409	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Hickory St		0.14
436			None				None		Paved shoulder	Add 1-2 feet	\$14,650	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Northbrooke Dr		0.22
437			None				None		Paved shoulder	Add 1-2 feet	\$33,915	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Sharon Ln	Cedar Creek Rd	0.50
438			None				None		Paved shoulder	Add 1-2 feet	\$52,472	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Cedar Sauk Rd	Edgewater Dr	0.78
440			None				None		Paved shoulder	Add 1-2 feet	\$20,307	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Edgewater Ct	Shady Lane Rd	0.30

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	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes						
441			None				None			Paved shoulder	Add 1-2 feet	\$4,174	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O		Edgewater Rd	0.06	
460			None				None			Paved shoulder	Add 1-2 feet	\$484	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Shady Lane Rd	Sharon Ln	0.01	
722			None		Restricted lane		\$4,909	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.				None		CTH O	Spring St	North St	0.15	
723			None		Restricted lane		\$3,713	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.				None		CTH O	Washington St	Spring St	0.11	
814			None		Restricted lane		\$3,672	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.				None		CTH O			Shoreland Ln	0.11
815			None				None			Paved shoulder	Add 1-2 feet	\$6,890	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O			Meadowbrooke Ct	0.10

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	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes					
816			None				None			Paved shoulder	Add 1-2 feet	\$1,889	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O		0.03	
817			None				None			Paved shoulder	Add 1-2 feet	\$3,496	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Meadowbrooke Ct	0.05	
818			None				None			Paved shoulder	Add 1-2 feet	\$4,984	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Hickory St	0.07	
821			None		Restricted lane		\$2,065	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.				None		CTH O	North St	Claern Ct	0.06
825			None				None			Paved shoulder	Add 1-2 feet	\$1,900	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O			0.03
827			None		Restricted lane		\$999	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.				None		CTH O	Claern Ct		0.03
830			None				None			Paved shoulder	Add 1-2 feet	\$621	Widen existing paved shoulder by at least 1-2 ft to increase comfort for bicyclists.	CTH O	Shoreland Ln		0.01

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	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
509	Bike lane	Buffered bike lane	\$5,746	Remove parking (if not already restricted). Stripe buffered bike lanes in both directions.	None		None		None		None		Falls Rd	Falls Rd	S Green Bay Rd	0.12
510	Bike lane	Buffered bike lane	\$5,175	Remove parking (if not already restricted). Stripe buffered bike lanes in both directions.	None		None		None		None		Falls Rd	Wisconsin Ave	Falls Rd	0.10
515	Bike lane	Standard	\$6,277	Remove parking (if allowed) and stripe bike lanes.	None		None		None		None		Falls Rd	1st Ave	Highland Dr	0.18
525	Restricted lane		\$7,660	Parking is lightly utilized here. Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	None		None		None		None		Falls Rd	16th Ave	17th Ave	0.22
526	Bike lane	Lop-sided (bike lane / restricted lane)	\$854	Remove parking on SE side of road (if not already restricted). Stripe bike lane NB and restricted lane SB that allows bikes, parked cars, and right turns only.	None		None		None		None		Falls Rd	S Green Bay Rd	S Green Bay Rd	0.02
527	Bike lane	Standard	\$1,392		None		None		None		None		Falls Rd	Falls Rd	Cedar Dr	0.04

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	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
529	Bike lane	Standard	\$4,822	Remove parking (if allowed) and stripe bike lanes.	None		None				None		Falls Rd	Highland Dr	Wisconsin Ave	0.14
530	Bike lane	Standard	\$1,538	Bridge appears to have sufficient width for two 10 ft travel lanes and 4 ft bike lanes. May require shifting of existing centerline stripe.	None		None				None		Falls Rd	12th Ave	Falls Rd	0.04
531	Restricted lane		\$7,646	Parking is lightly utilized here. Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None				None		Falls Rd	17th Ave	Blackhawk Dr	0.22
585	Bike lane	Standard	\$1,824		None		None				None		Falls Rd	Cedar Dr	16th Ave	0.05
596	None		None		None		None				None		Falls Rd	Shasta Ave	Falls Rd	0.04
598	None		None		None		None				None		Falls Rd	Falls Rd	Port Washington Rd	0.15
599	None		None		None		None				None		Falls Rd	Falls Rd	Falls Rd	0.06
604	None		None		None		None				None		Falls Rd	Falls Rd	Falls Rd	0.11
605	None		None		None		None				None		Falls Rd	Falls Rd	Falls Rd	0.08
608	None		None		None		None				None		Falls Rd	Falls Rd	Falls Rd	0.06
611	None		None		None		None				None		Falls Rd	Falls Rd	Fox Ln	0.02
612	None		None		None		None				None		Falls Rd	Falls Rd	Shasta Ave	0.11
613	None		None		None		None				None		Falls Rd	Fox Ln	Falls Rd	0.03
614	None		None		None		None				None		Falls Rd	Falls Rd	Falls Rd	0.08
615	None		None		None		None				None		Falls Rd	Falls Rd	Falls Rd	0.02
668	None		None		None		None				None		Falls Rd	Falls Rd	Falls Rd	0.01

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)		
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes						
661			None				None			Restricted lane			\$2,956	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Fox Ln	Falls Rd	Fox Ln	0.09
147			None		Paved shoulder	Add 2-3 feet	\$15,771	Add 2-3 feet of additional paved shoulder to make a safer and more comfortable space for cycling.	Path	Sidepath			\$33,746	Side path or widened sidewalk on west/north side of road. See sidewalk recommendation in pedestrian projects.	Grafton Ave	Jo-Dee Ln	Grafton Ave	0.16
148			None		Paved shoulder	Add 2-3 feet	\$8,259	Add 2-3 feet of additional paved shoulder to make a safer and more comfortable space for cycling.	Path	Sidepath			\$17,670	Side path or widened sidewalk on west/north side of road. See sidewalk recommendation in pedestrian projects.	Grafton Ave	Sunset Ct	17th Ave	0.08
149			None		Paved shoulder	Add 2-3 feet	\$16,011	Add 2-3 feet of additional paved shoulder to make a safer and more comfortable space for cycling.	Path	Sidepath			\$34,259	Side path or widened sidewalk on west/north side of road. See sidewalk recommendation in pedestrian projects.	Grafton Ave	17th Ave	Willow Ln	0.16
150			None		Paved shoulder	Add 2-3 feet	\$10,017	Add 2-3 feet of additional paved shoulder to make a safer and more comfortable space for cycling.	Path	Sidepath			\$21,433	Side path or widened sidewalk on west/north side of road. See sidewalk recommendation in pedestrian projects.	Grafton Ave	Cheyenne Ave	East River Rd	0.10

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
151			None		Paved shoulder	Add 2-3 feet	\$15,357	Add 2-3 feet of additional paved shoulder to make a safer and more comfortable space for cycling.	Path	Sidepath	\$32,860	Side path or widened sidewalk on west/north side of road. See sidewalk recommendation in pedestrian projects.	Grafton Ave	Willow Ln	Grafton Ave	0.15
152			None		Paved shoulder	Add 2-3 feet	\$8,914	Add 2-3 feet of additional paved shoulder to make a safer and more comfortable space for cycling.	Path	Sidepath	\$19,073	Side path or widened sidewalk on west/north side of road. See sidewalk recommendation in pedestrian projects.	Grafton Ave	Beechwood Ln	Cheyenne Ave	0.09
153			None		Paved shoulder	Add 2-3 feet	\$3,597	Add 2-3 feet of additional paved shoulder to make a safer and more comfortable space for cycling.	Path	Sidepath	\$7,696	Side path or widened sidewalk on west/north side of road. See sidewalk recommendation in pedestrian projects.	Grafton Ave	Grafton Ave	Jo-Dee Ln	0.04
258			None		Paved shoulder	Add 2-3 feet	\$6,743	Add 2-3 feet of additional paved shoulder to make a safer and more comfortable space for cycling.	Path	Sidepath	\$14,428	Side path or widened sidewalk on west/north side of road. See sidewalk recommendation in pedestrian projects.	Grafton Ave	Grafton Ave	Beechwood Ln	0.07
62			None				None		Paved shoulder	Standard (4 feet)	\$99,862		Green Bay Rd	Green Bay Rd	Timbercrest Ct	0.37
64			None				None		Paved shoulder	Standard (4 feet)	\$78,100		Green Bay Rd		Green Bay Rd	0.29

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
165			None				None		Paved shoulder	Add 2-3 feet	\$30,306	Pave additional 2-3 feet of shoulder to increase safety and comfort for cyclists.	Green Bay Rd		High Knoll Dr	0.22
168			None				None		Paved shoulder	Standard (4 feet)	\$47,319		Green Bay Rd	Timbercrest Ct	Romanita Ct	0.17
169			None				None		Paved shoulder	Standard (4 feet)	\$13,650		Green Bay Rd	River Vista Dr	Green Bay Rd	0.05
172			None				None		Paved shoulder	Standard (4 feet)	\$19,104		Green Bay Rd	Romanita Ct	River Vista Dr	0.07
174			None				None		Paved shoulder	Standard (4 feet)	\$33,615		Green Bay Rd	Vista View Dr	Woodhaven Dr	0.12
175			None				None		Paved shoulder	Standard (4 feet)	\$34,564		Green Bay Rd	Woodhaven Dr		0.13
176			None				None		Paved shoulder	Standard (4 feet)	\$5,422		Green Bay Rd	Green Bay Rd	Vista View Dr	0.02
508			None				None		Paved shoulder	Add 2-3 feet	\$60,439	Pave additional 2-3 feet of shoulder to increase safety and comfort for cyclists.	Green Bay Rd	High Knoll Dr	Chateau Dr	0.45
328			None		Restricted lane	\$5,381	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.		Traffic calming		\$79,720		Hickory St	11th Ave		0.16
334			None		Restricted lane	\$1,973	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.		Traffic calming		\$29,231		Hickory St	8th Ave	9th Ave	0.06

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
368			None		Restricted lane		\$2,192	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$32,478		Hickory St	7th Ave	8th Ave	0.07
370			None		Restricted lane		\$2,160	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$32,001		Hickory St	9th Ave	10th Ave	0.06
375			None		Restricted lane		\$1,889	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$27,982		Hickory St	5th Ave	6th Ave	0.06
379			None		Restricted lane		\$2,578	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$38,186		Hickory St	10th Ave	Hickory St	0.08
381			None		Restricted lane		\$1,100	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$16,300		Hickory St	11th Ave	11th Ave	0.03
382			None		Restricted lane		\$2,089	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$30,945		Hickory St	6th Ave	7th Ave	0.06

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
386			None		Restricted lane		\$2,219	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$32,881		Hickory St	Hickory St	11th Ave	0.07
533			None		Restricted lane		\$1,089	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Keup Rd	Keup Rd	0.03
534			None		Restricted lane		\$2,220	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Keup Rd	Covington Sq E	0.07
535			None		Paved shoulder	Standard (4 feet)	\$4,445				None		Keup Rd	Keup Rd	Keup Rd	0.02
536			None		Paved shoulder	Standard (4 feet)	\$1,565				None		Keup Rd	Keup Rd	Georgetown Dr	0.01
537			None		Paved shoulder	Standard (4 feet)	\$1,503				None		Keup Rd	Keup Rd	Keup Rd	0.01
538			None		Paved shoulder	Standard (4 feet)	\$7,698				None		Keup Rd	Columbia Rd	Keup Rd	0.04
543			None		Paved shoulder	Standard (4 feet)	\$6,696				None		Keup Rd	Georgetown Dr	Keup Rd	0.03
544			None		Restricted lane		\$7,119	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Thornapple Ln	Keup Rd	0.21

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
545			None		Restricted lane		\$446	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Keup Rd	Keup Rd	0.01
552			None		Restricted lane		\$737	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Keup Rd	Bobolink Ave	0.02
554			None		Restricted lane		\$882	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Alpine Dr	Keup Rd	0.03
556			None		Paved shoulder	Standard (4 feet)	\$16,659				None		Keup Rd	Keup Rd	Keup Rd	0.08
559			None		Restricted lane		\$986	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Keup Rd	Box Elder Ln	0.03
561			None		Paved shoulder	Standard (4 feet)	\$5,573				None		Keup Rd	Keup Rd	Keup Rd	0.03
566			None		Restricted lane		\$4,080	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Keup Rd	Covington Sq E	0.12
568			None		Paved shoulder	Standard (4 feet)	\$940				None		Keup Rd	Pine Rd	Pine Rd	0.00
571			None		Paved shoulder	Standard (4 feet)	\$2,253				None		Keup Rd	Keup Rd	Pine Rd	0.01

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
572			None		Restricted lane		\$5,189	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Bobolink Ave	Keup Rd	0.16
574			None		Restricted lane		\$1,816	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd		Keup Rd	0.05
575			None		Restricted lane		\$4,753	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Keup Rd	W Highland Dr	0.14
576			None		Paved shoulder	Standard (4 feet)	\$3,570				None		Keup Rd	Keup Rd	Keup Rd	0.02
577			None		Restricted lane		\$5,894	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Box Elder Ln	W Highland Dr	0.18
578			None		Paved shoulder	Standard (4 feet)	\$3,068				None		Keup Rd	Keup Rd	Keup Rd	0.02
579			None		Paved shoulder	Standard (4 feet)	\$1,065				None		Keup Rd	Pine Rd	Keup Rd	0.01
580			None		Restricted lane		\$716	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Keup Rd	Keup Rd	0.02

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
582			None		Restricted lane		\$3,943	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.			None		Keup Rd	Alpine Dr	Thornapple Ln	0.12
225			None				None		Paved shoulder	Add 2-3 feet	\$17,066	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road	Port Washington Rd	Meadow Breeze Ln	0.13
261			None				None		Paved shoulder	Add 2-3 feet	\$6,891	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road	Hillcrest Rd	Riverview Dr	0.05
264			None				None		Paved shoulder	Add 2-3 feet	\$18,302	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road	Green Bay Rd	High Knoll Dr	0.14
268			None				None		Paved shoulder	Add 2-3 feet	\$115,036	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road	High Knoll Dr	Hillcrest Rd	0.85

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)	
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes					
269			None				None			Paved shoulder	Add 2-3 feet	\$38,956	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road	Riverview Dr	River Bend Rd	0.29
270			None				None			Paved shoulder	Add 2-3 feet	\$16,898	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road			0.12
271			None				None			Paved shoulder	Add 2-3 feet	\$17,108	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road	Meadow Breeze Ln		0.13
272			None				None			Paved shoulder	Add 2-3 feet	\$22,133	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road		Green Bay Rd	0.16
276			None				None			Paved shoulder	Add 2-3 feet	\$22,212	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road	Sarah Ln	Bluebird Cir	0.16

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)	
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes					
277			None				None			Paved shoulder	Add 2-3 feet	\$29,530	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road	Bluebird Cir		0.22
278			None				None			Paved shoulder	Add 2-3 feet	\$16,896	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road		River Bend Rd	0.12
281			None				None			Paved shoulder	Add 2-3 feet	\$18,510	Existing shoulder is not wide enough to be a bicycle facility. Pave additional width to make 4 ft minimum shoulder.	Lakefield Road	Struck Ln	Sarah Ln	0.14
699	Sharrow		\$298		Restricted lane		\$2,163	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.		Traffic calming		\$32,050		North St	6th Ave	7th Ave	0.06
703	Sharrow		\$285		Restricted lane		\$2,065	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.		Traffic calming		\$30,598		North St	2nd Ave	3rd Ave	0.06

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
704	Sharrow		\$296		Restricted lane		\$2,151	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$31,863		North St	5th Ave	6th Ave	0.06
708	Sharrow		\$458		Restricted lane		\$3,323	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$49,224		North St	9th Ave	11th Ave	0.10
709	Sharrow		\$331		Restricted lane		\$2,403	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$35,597		North St	1st Ave	2nd Ave	0.07
710	Sharrow		\$274		Restricted lane		\$1,986	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$29,423		North St	4th Ave	5th Ave	0.06
712			None		Restricted lane		\$2,099	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$31,089		North St	11th Ave		0.06
713	Sharrow		\$298		Restricted lane		\$2,161	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$32,009		North St	3rd Ave	4th Ave	0.06

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
714	Sharrow		\$279		Restricted lane		\$2,027	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$30,025		North St	8th Ave	9th Ave	0.06
715	Sharrow		\$272		Restricted lane		\$1,973	Stripe restricted lanes in both directions that allow bikes, parked cars, and right turns only.	Traffic calming		\$29,231		North St	7th Ave	8th Ave	0.06
94			None				None		Paved shoulder	Add 1-2 feet	\$16,645	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd	Klug Ln		0.25
97			None				None		Paved shoulder	Add 1-2 feet	\$23,412	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd	Saddlebrook Ln		0.35
101			None				None		Paved shoulder	Add 1-2 feet	\$16,059	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd	Riverland Rd	Aqua View Dr	0.24
103			None				None		Paved shoulder	Add 1-2 feet	\$26,523	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd		Saddlebrook Ln	0.39
105			None				None		Paved shoulder	Add 1-2 feet	\$8,599	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd			0.13

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
107			None				None		Paved shoulder	Add 1-2 feet	\$8,388	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd			0.12
112			None				None		Paved shoulder	Add 1-2 feet	\$14,196	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd	Cedar Valley Dr		0.21
113			None				None		Paved shoulder	Add 1-2 feet	\$3,469	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd		Cedar Valley Dr	0.05
115			None				None		Paved shoulder	Add 1-2 feet	\$19,022	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd	Aqua View Dr	Klug Ln	0.28
118			None				None		Paved shoulder	Add 1-2 feet	\$8,368	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd		Riverland Rd	0.12
133			None				None		Paved shoulder	Add 1-2 feet	\$1,388	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd	High Forest Dr		0.02
135			None				None		Paved shoulder	Add 1-2 feet	\$7,106	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Pioneer Rd		High Forest Dr	0.11

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
136			None				None		Paved shoulder	Add 1-2 feet	\$8,367	Pave additional 1-2 feet of shoulder for safer and more comfortable space for cycling.	Port Washington Rd	Pioneer Rd	Green Bay Rd	0.12
34			None				None		Paved shoulder	Add 1-2 feet	\$10,507	Pave additional 1-2 feet to make a safer and more comfortable space for cycling.	Port Washington Rd	Port Washington Rd	Pawnee Dr	0.16
35			None				None		Path	Sidepath	\$2,343	Extend side path from north	Port Washington Rd	Westwood Dr	Port Washington Rd	0.01
38			None				None		Path	Sidepath	\$18,892	Extend side path from north	Port Washington Rd	Opportunity Dr		0.09
39			None				None		Paved shoulder	Add 1-2 feet	\$23,709	Pave additional 1-2 feet to make a safer and more comfortable space for cycling.	Port Washington Rd		Splitrail Ct	0.35
40			None				None		Paved shoulder	Add 1-2 feet	\$1,975	Pave additional 1-2 feet to make a safer and more comfortable space for cycling.	Port Washington Rd	Port Washington Rd	Falls Rd	0.03
41			None				None		Path	Sidepath	\$5,294	Extend side path from north	Port Washington Rd	Port Washington Rd	Opportunity Dr	0.02
42			None				None		Path	Sidepath	\$14,808	Extend side path from north	Port Washington Rd	Port Washington Rd	Hunter's Ln	0.07
43			None				None		Path	Sidepath	\$29,880	Continue side path on east side of road from the north.	Port Washington Rd	Hunter's Ln	Port Washington Rd	0.14
44			None				None		Paved shoulder	Add 1-2 feet	\$5,317	Pave additional 1-2 feet to make a safer and more comfortable space for cycling.	Port Washington Rd	Pawnee Dr	Port Washington Rd	0.08

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
45			None				None		Paved shoulder	Add 1-2 feet	\$504	Pave additional 1-2 feet to make a safer and more comfortable space for cycling.	Port Washington Rd	Port Washington Rd	Port Washington Rd	0.01
46			None				None		Paved shoulder	Add 1-2 feet	\$9,689	Pave additional 1-2 feet to make a safer and more comfortable space for cycling.	Port Washington Rd	Splitrail Ct	Port Washington Rd	0.14
47			None				None		Paved shoulder	Add 1-2 feet	\$13,744	Pave additional 1-2 feet to make a safer and more comfortable space for cycling.	Port Washington Rd	Port Washington Rd	Port Washington Rd	0.20
48			None				None		Path	Sidepath	\$27,136	Extend side path from north	Port Washington Rd	Falls Rd	Westwood Dr	0.13
88			None				None		Path	Sidepath	\$5,561	Extend side path from north	Port Washington Rd		Port Washington Rd	0.03
139			None				None		Path	Sidepath	\$54,177	Continue path on east side of road from south	Port Washington Rd	Port Washington Rd	Arrowhead Rd	0.25
91			None				None		Paved shoulder	Add 1-2 feet	\$37,425	Pave additional 1-2 feet to make a safer and more comfortable space for cycling.	Port Washington Rd		Double Tree Ln	0.55
92			None				None		Paved shoulder	Add 1-2 feet	\$30,931	Pave additional 1-2 feet to make a safer and more comfortable space for cycling.	Port Washington Rd	Double Tree Ln	Lakefield Rd	0.46
177			None				None		Path		\$15,553		River Bend Rd	River Bend Rd	Yuma St	0.07
178			None				None		Path		\$17,098		River Bend Rd	River Bend Rd	River Bend Rd	0.08
189			None				None		Path		\$8,285		River Bend Rd	River Bend Rd	Yuma St	0.04
191			None				None		Path		\$46,603		River Bend Rd		River Bend Rd	0.22

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
196			None				None		Path		\$33,273		River Bend Rd	17th Ave	River Bend Rd	0.15
210			None				None		Path		\$45,399		River Bend Rd	River Bend Rd	Adele Ct	0.21
223			None				None		Path		\$53,505		River Bend Rd	Adele Ct	River Bend Rd	0.25
517	Bike lane	Lop-sided (bike lane / restricted lane)	\$568	Remove parking on SE side of road (if not already restricted). Stripe bike lane NB and restricted lane SB that allows bikes, parked cars, and right turns only.	None		None				None		S Green Bay Rd	Falls Rd	9th Ave	0.02
524	Bike lane	Lop-sided (bike lane / restricted lane)	\$1,455	Remove parking on SE side of road (if not already restricted). Stripe bike lane NB and restricted lane SB that allows bikes, parked cars, and right turns only.	None		None				None		S Green Bay Rd	Vienna Ct	Falls Rd	0.04
528	Bike lane	Lop-sided (bike lane / restricted lane)	\$4,002	Remove parking on SE side of road (if not already restricted). Stripe bike lane NB and restricted lane SB that allows bikes, parked cars, and right turns only.	None		None				None		S Green Bay Rd	9th Ave	Vienna Ct	0.12
868			None				None		Paved shoulder	Standard (4 feet)	\$18,641		S Green Bay Rd	S Green Bay Rd	S Green Bay Rd	0.07

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
869			None			None			Paved shoulder	Standard (4 feet)	\$32,505		S Green Bay Rd	S Green Bay Rd	S Green Bay Rd	0.12
870			None			None			Paved shoulder	Standard (4 feet)	\$23,226		S Green Bay Rd	S Green Bay Rd	Falls Rd	0.09
871			None			None			Paved shoulder	Standard (4 feet)	\$32,502		S Green Bay Rd	S Green Bay Rd	S Green Bay Rd	0.12
872			None			None			Paved shoulder	Standard (4 feet)	\$11,643		S Green Bay Rd	Chateau Dr	S Green Bay Rd	0.04
584			None		Sharrow	\$630					None		W Falls Rd	W Orchard Dr	1st Ave	0.14
589			None		Sharrow	\$519					None		W Falls Rd	Bobolink Ave	W Orchard Dr	0.11
767			None		Sharrow	\$645					None		W Highland Dr	Bobolink Ave	W Lilac Ln	0.14
772			None		Sharrow	\$502					None		W Highland Dr	W Lilac Ln	Keup Rd	0.11
773			None		Sharrow	\$756					None		W Highland Dr	Audubon Ave	Bobolink Ave	0.16
30	None		None		None	None					None		Washington St			0.19
32	None		None		None	None					None		Washington St	Port Washington Rd		0.23
464			None			None			Path	Sidepath	\$60,158	Continue side path to Keup Rd.	Washington St	Keup Rd	Washington St	0.28
775			None		Bike lane	Buffered bike lane	\$2,588	Restrict or remove parking and stripe buffered bike lanes. Bike lanes on Washington Street are only appropriate as long as the roadway exists as a two-lane or two-lane plus two-way left turn lane configuration.			None		Washington St	2nd Ave	3rd Ave	0.06

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
778			None		Bike lane	Buffered bike lane	\$2,993	Restrict or remove parking and stripe buffered bike lanes. Bike lanes on Washington Street are only appropriate as long as the roadway exists as a two-lane or two-lane plus two-way left turn lane configuration.			None		Washington St	1st Ave	2nd Ave	0.08
780			None		Bike lane	Buffered bike lane	\$2,462	Restrict or remove parking and stripe buffered bike lanes. Bike lanes on Washington Street are only appropriate as long as the roadway exists as a two-lane or two-lane plus two-way left turn lane configuration.			None		Washington St	4th Ave	5th Ave	0.06
781	None		None		None		None				None		Washington St	Cheyenne Ave	Dakota Dr	0.35
785	None		None		None		None				None		Washington St		Washington St	0.37
786	None		None		None		None				None		Washington St	Washington St	Cheyenne Ave	0.14
787	None		None		None		None				None		Washington St	Dakota Dr	Port Washington Rd	0.15

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
789			None		Bike lane	Buffered bike lane	\$2,465	Restrict or remove parking and stripe buffered bike lanes. Bike lanes on Washington Street are only appropriate as long as the roadway exists as a two-lane or two-lane plus two-way left turn lane configuration.			None		Washington St	5th Ave	6th Ave	0.06
792			None		Bike lane	Buffered bike lane	\$2,500	Restrict or remove parking and stripe buffered bike lanes. Bike lanes on Washington Street are only appropriate as long as the roadway exists as a two-lane or two-lane plus two-way left turn lane configuration.			None		Washington St	6th Ave	7th Ave	0.06

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
795			None		Bike lane	Buffered bike lane	\$2,427	Restrict or remove parking and stripe buffered bike lanes. Bike lanes on Washington Street are only appropriate as long as the roadway exists as a two-lane or two-lane plus two-way left turn lane configuration.			None		Washington St	8th Ave	9th Ave	0.06
796			None		Bike lane	Buffered bike lane	\$2,475	Restrict or remove parking and stripe buffered bike lanes. Bike lanes on Washington Street are only appropriate as long as the roadway exists as a two-lane or two-lane plus two-way left turn lane configuration.			None		Washington St	3rd Ave	4th Ave	0.06

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
798			None		Bike lane	Buffered bike lane	\$3,961	Restrict or remove parking and stripe buffered bike lanes. Bike lanes on Washington Street are only appropriate as long as the roadway exists as a two-lane or two-lane plus two-way left turn lane configuration.			None		Washington St	9th Ave	11th Ave	0.10
812			None		Bike lane	Buffered bike lane	\$2,463	Restrict or remove parking and stripe buffered bike lanes. Bike lanes on Washington Street are only appropriate as long as the roadway exists as a two-lane or two-lane plus two-way left turn lane configuration.			None		Washington St	7th Ave	8th Ave	0.06
686			None		Sharrow		\$117				None		Wisconsin Ave	Wisconsin Ave	Bridge St	0.03
689			None		Sharrow		\$274				None		Wisconsin Ave	Beech St	Wisconsin Ave	0.06
727			None		Sharrow		\$526				None		Wisconsin Ave	7th Ave	9th Ave	0.11
733			None				None		Path	Sidepath	\$50,961	Extend side path from the south	Wisconsin Ave	Falls Rd	7th Ave	0.24
735			None		Sharrow		\$449				None		Wisconsin Ave	9th Ave	Broad St	0.10

Segment ID	Quick Wins Recommendation				Routine Maintenance Recommendation				Long Term Vision Recommendation				Street Name	From	To	Length (miles)
	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes	Facility Type	Facility Treatment	Cost	Notes				
737			None		Sharrow		\$674				None		Wisconsin Ave	Broad St	Cedar St	0.15
739			None		Sharrow		\$278				None		Wisconsin Ave	Cedar St	11th Ave	0.06
740			None		Sharrow		\$83				None		Wisconsin Ave	11th Ave	Beech St	0.02
93			None				None		Path		\$2,076	Extend side path from north		Port Washington Rd	Port Washington Rd	0.01
858			None		None		None		Path		\$23,853			1st Ave	Audubon Ave	0.11
861			None				None		Path		\$46,552					0.22
863			None				None		Path		\$102,806	Pave existing footpath through park to sufficient width for bicycle traffic.		Cedar Creek Rd		0.48
864			None				None		Path		\$8,848					0.04
873			None				None		Path		\$56,679			Falls Rd		0.26
874			None				None		Path		\$545,101					2.53