



**LANNON MOVES**  
VILLAGE OF LANNON  
BIKE AND PEDESTRIAN PLAN

# **Draft Plan Review Presentation**

**Village of Lannon, WI**

**May 11, 2026**

# **Agenda**

**Overview of Project Process**

**Findings from Public Engagement**

**Plan Vision and Goals**

**Existing Conditions Review**

**SRTS Plan**

**Recommendations**

**Implementation**

**Vizion Zero/SS4A Implementation Grant**

# Project Schedule

Element	Activity	July	August	September	October	November	December	January	February	March	April	May	June
1	Project Management and Monthly Meetings												
2	Meetings (Steering Committee)	Kickoff			#2				#3		#4		
3	Public Engagement												
4	Review Plans & Policies												
5	Traffic Counts/Concept Plans												
6	SRTS Development							Final SRTS					
7	Existing Bike/Ped Network Inventory												
8	Identify Gaps, Barriers, & Destinations												
9	Recommendations			Initial Recs.				Final Recs.					
10	Implementation and Funding Matrix												
11	Draft Plan												
12	Meetings (Public Input Meeting or Open House)												
13	Final Plan												
14	Meetings (Village Board)												

# Project Overview

## What all goes into the Bike and Pedestrian Plan?

- Existing plan review and inventory of existing conditions
- Public involvement and key findings
- 2 Conceptual layouts (conceptual alignment, length, width, signage/signal, etc.)
- Safe Routes to School Plan and specific recommendations
- Maps of existing and proposed bike and pedestrian facilities
- Recommendations grouped into:
  - Infrastructure
  - Programs
  - Policies
  - Maintenance
- Implementation matrix and funding guidance

# Plan Vision and Goals

## Vision Statement

The Village of Lannon envisions a more accessible, interconnected, and vibrant community by developing safe, well-maintained bike and pedestrian facilities that support residents, businesses, and long-term growth.



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# Plan Vision and Goals

## Plan Goals

- **Enhance Safety and Maintenance Standards**

- Ensure all trails, sidewalks, and crossings are well-marked, maintained appropriately, and designed to minimize accidents and injuries for all users.

- **Expand Access to All Residential and Community Areas**

- Integrate bike and pedestrian connectivity into new residential developments and to community destinations like downtown Lannon.
- Prioritize safe and direct bike and pedestrian routes to schools, ensuring children and families have secure, accessible pathways for daily travel.

- **Develop a Phased Implementation Plan**

- Create a long-range, financially feasible plan that prioritizes projects based on need, impact, and available funding, acknowledging that full buildout will occur over time.

- **Secure Funding and Community Support**

- Pursue grants, partnerships, and local funding strategies to support the development and upkeep of a safe and comprehensive bike and pedestrian network.

- **Reduce Bicycle and Pedestrian Incidents**

- Track and analyze accident data to inform infrastructure improvements and public education efforts aimed at reducing injuries and fatalities.

# Public Engagement Summary

- Over 250+ interactions!
- Community Survey
- Interactive Map
- Pop-up Booths
- Community Postcard
- Stakeholder Focus Groups
- Safe Routes to School Engagement
- Project Website



The Village is currently in the process of developing its first-ever Bike and Pedestrian Plan! This plan will include analysis of existing bike and pedestrian infrastructure in the Village, public engagement with community members regarding safety issues and improvements, and recommendation of new bike and pedestrian facilities for eventual implementation. A section of the plan is devoted to exploring infrastructure and policy recommendations to make it safer for children to walk or bike to local schools. This project is funded by a Wisconsin DOT Transportation Alternatives Program (TAP) grant the Village was awarded. MSA Professional Services is the local planning consultant that was selected to assist with the development of the plan.



**We want your feedback!** Follow along on the project website to take the community survey, leave comments on the public input map, and come talk to us at one of our upcoming public meetings!

Learn more about the project and how you can get involved at the project website:  
<https://www.villageoflannon.com/bike-pedestrian-plan>

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# Public Engagement Summary

## Key Takeaways

- **Top priorities:** Safer crossings/intersections, improved sidewalk and trail connections
- **Recurring safety concerns:** Dangerous crossings, speeding vehicles, lack of sidewalks, heavy truck traffic
- **Desired improvements:** Dedicated paths to schools (SRTS), improved crossings, greater connections to existing trails/Village amenities plus nearby communities, streetscaping improvements
- **Locations of frequent comments:**
  - Speeding and crossing concerns at Main St near Townline Rd
  - Improved trail crossings for Bugline
  - Lannon Elementary and St. John's safety concerns for kids walking/biking
  - Improvements to Main St to allow pedestrian and bicycle movement from both sides of town

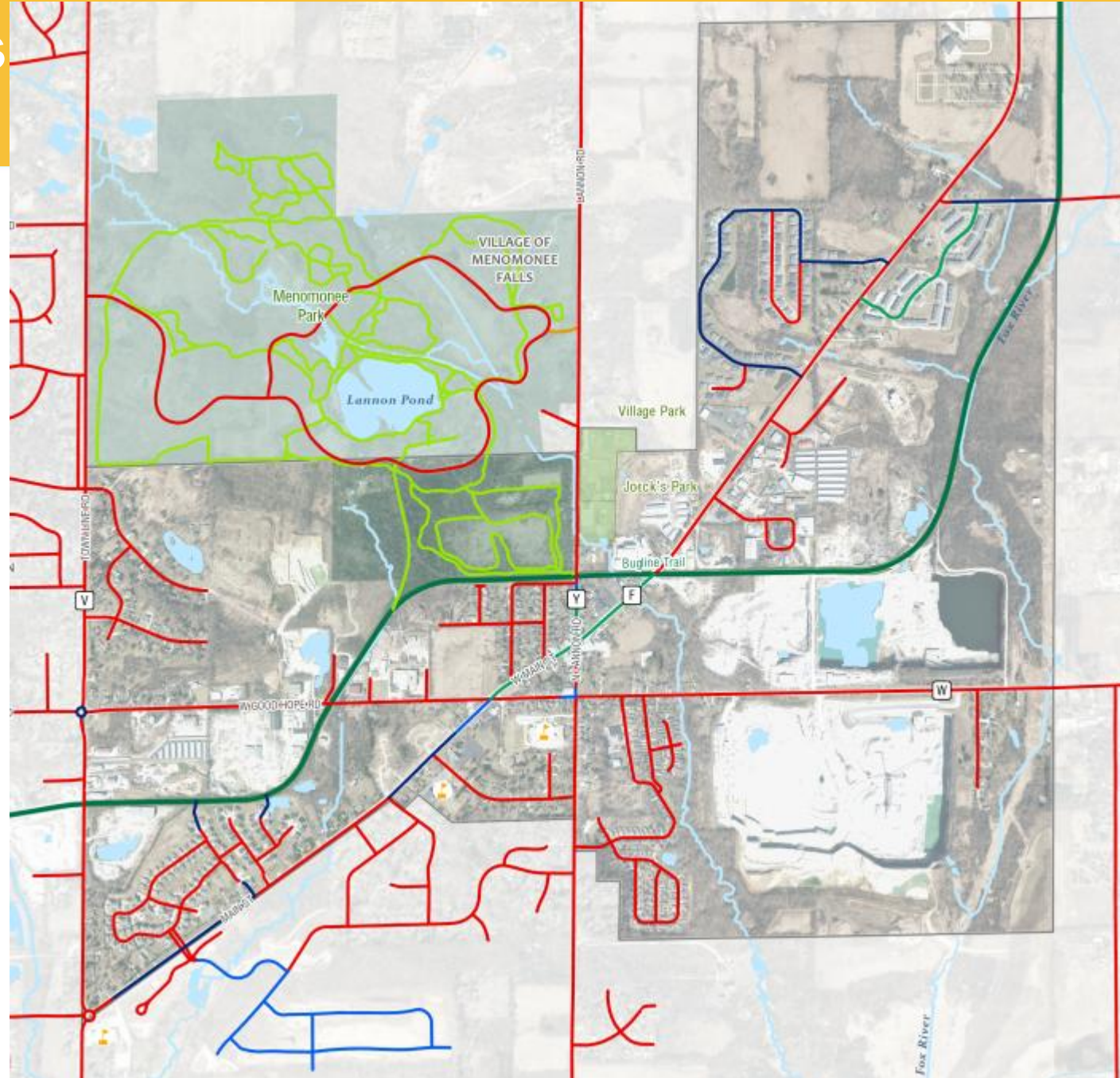


# Existing Conditions Analysis

## Existing Pedestrian Facilities










- Village of Lannon
- Surrounding Municipality
- Schools
- Existing Pedestrian Facilities
  - No Sidewalk
  - Sidewalk on One Side
  - Sidewalk on Both Sides
  - Shared Use Path
- State and Local Trails
  - Existing Local Trail
  - County Trails
    - Park Trail
    - Regional Trail

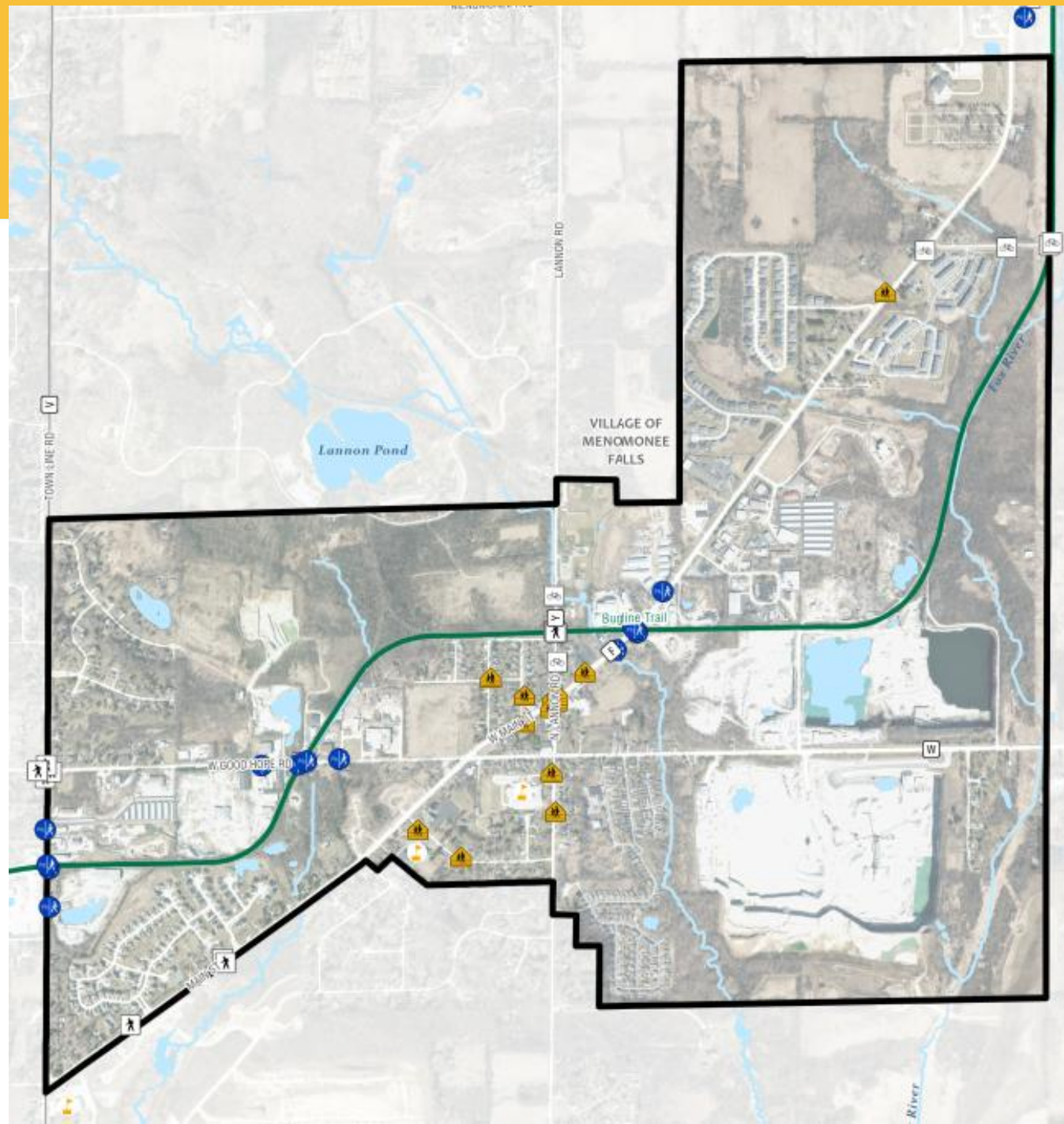


# Existing Conditions Analysis

## Existing Bike/Ped Signage



-  Village of Lannon
-  Surrounding Municipality
-  Schools
- Bike and Pedestrian Signage**
-  Bicycle
-  Pedestrian
-  Both
-  Children/School Zone



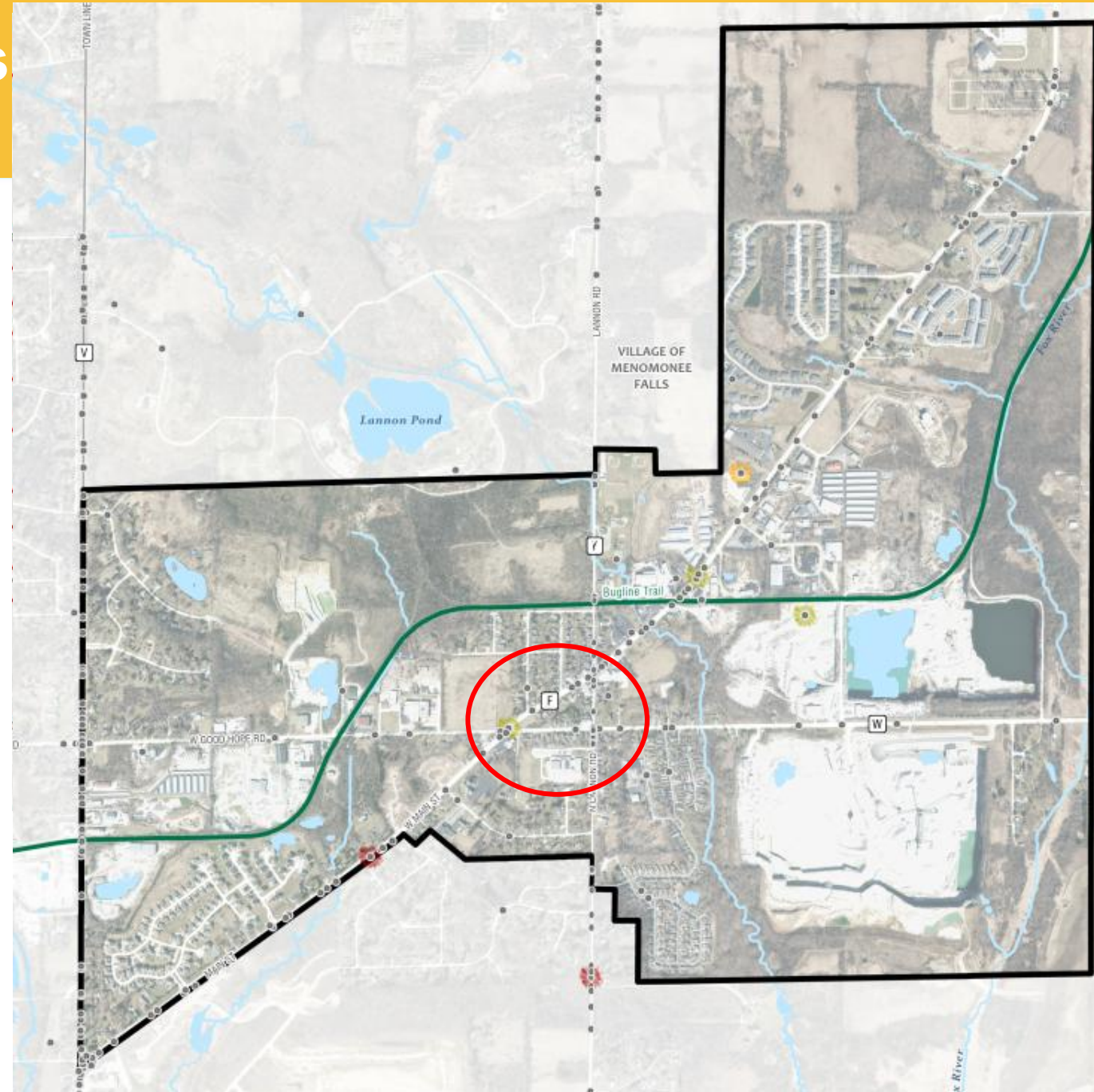
# Existing Conditions Analysis

## Crash Analysis

Table 3.4: Most Dangerous Intersections

Intersection	# of Crashes	% of Total Crashes
Lannon Rd & Good Hope Rd	38	14%
Town Line Rd & Good Hope Rd Roundabout	37	14%
Town Line Rd & Main St Roundabout	31	12%
Lannon Rd & Main St	27	10%
Main St & Good Hope Rd	13	5%

Source: Wisconsin Department of Transportation



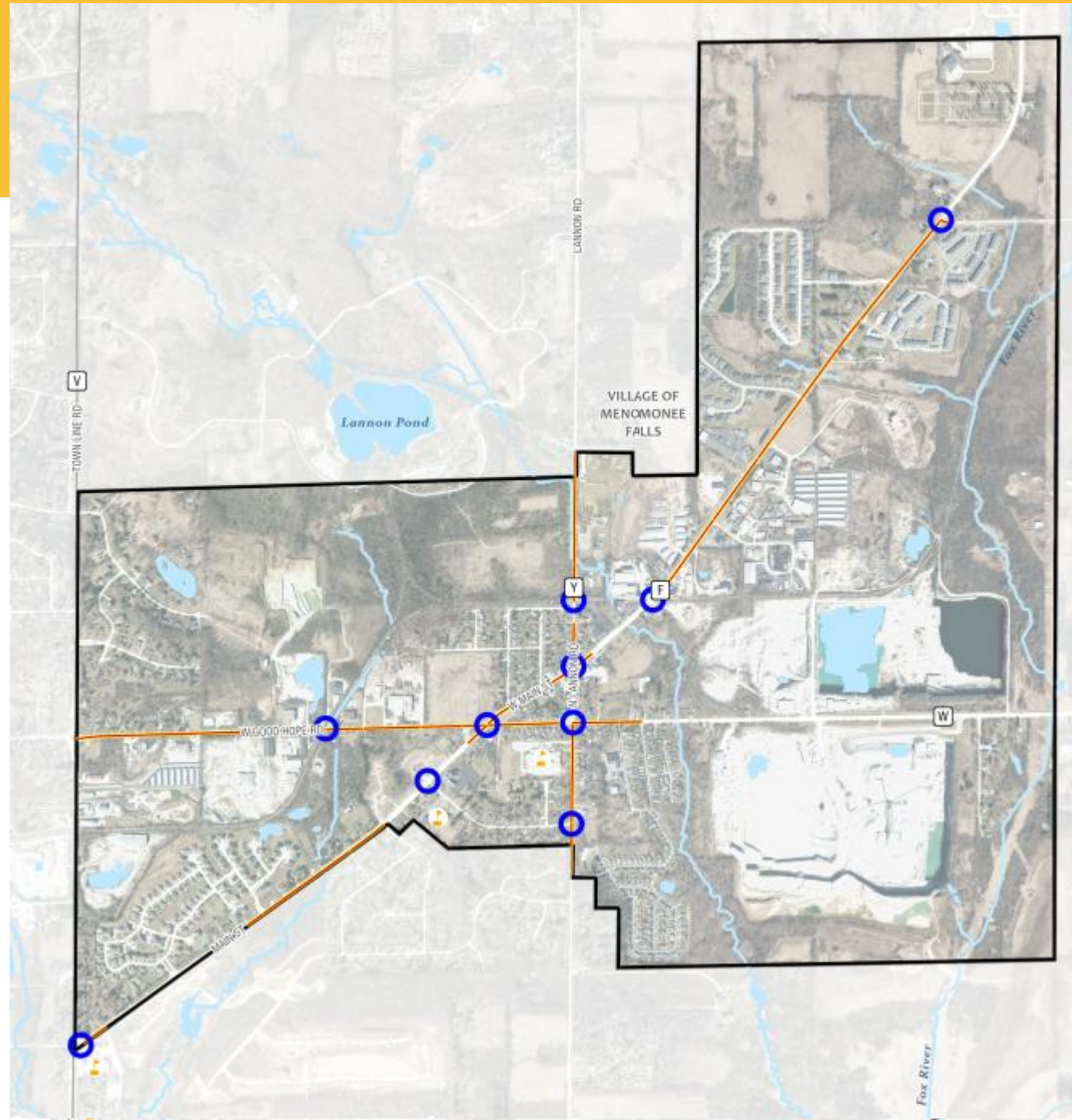


# Existing Conditions Analysis

## High Priority Network Gaps

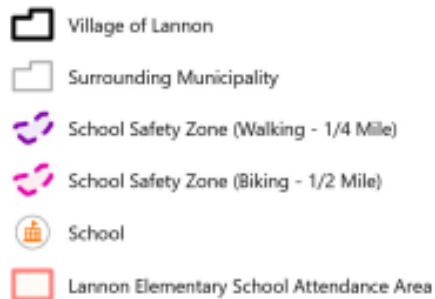






Criteria included:

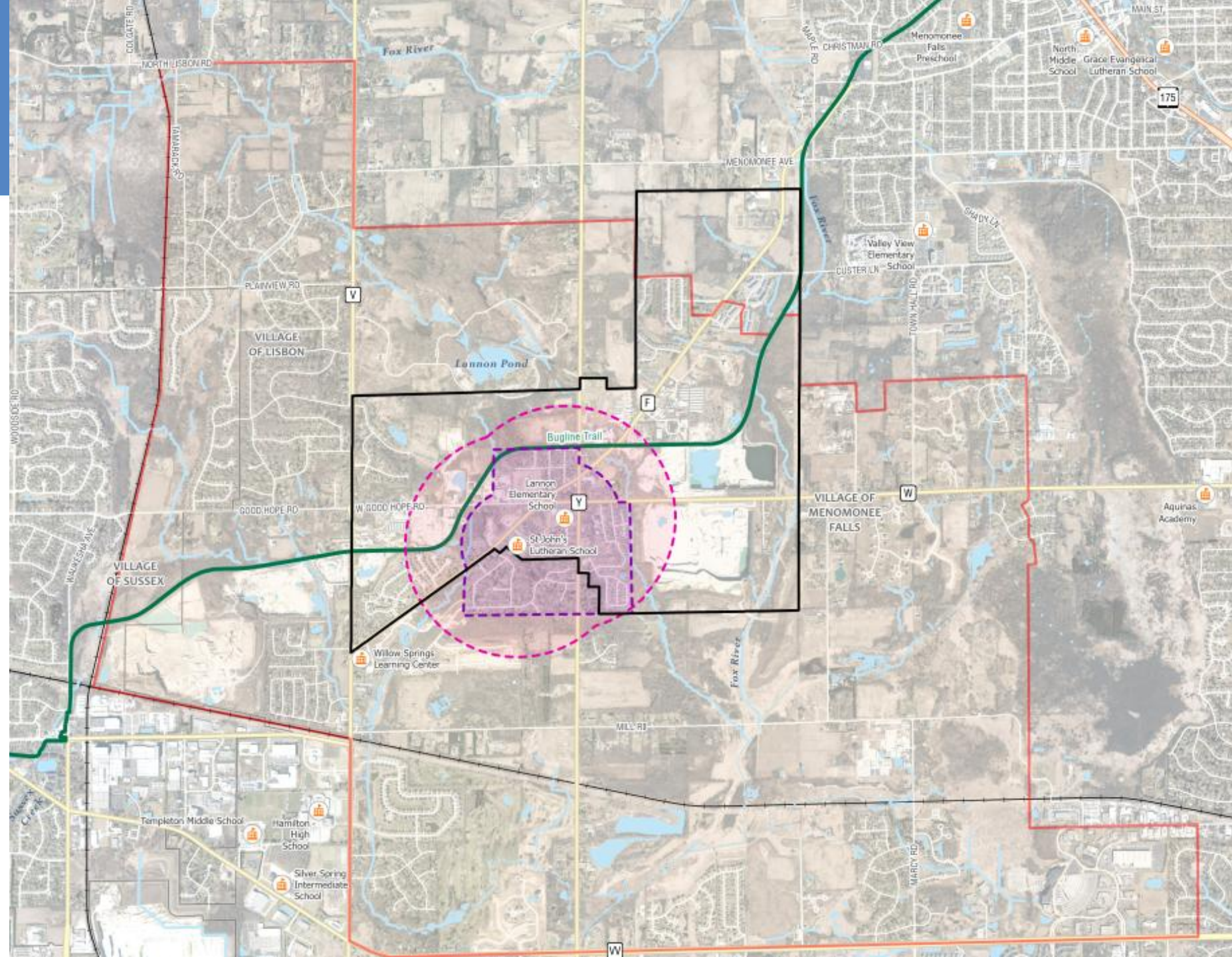
- Gap within the existing bike and pedestrian system
- Public, arterial roadway
- Within .25-.5 miles of a school or residential neighborhood



# SRTS Plan

- Focus Areas:
  - Lannon Elementary School
  - St. John's Lutheran School
- Specific Public Engagement
- Existing Conditions Analysis (near schools)
- Recommendations

- 
-  Village of Lannon
  -  Surrounding Municipality
  -  School Safety Zone (Walking - 1/4 Mile)
  -  School Safety Zone (Biking - 1/2 Mile)
  -  School
  -  Lannon Elementary School Attendance Area



# SRTS Plan

- SRTS Recommendations:

- Planned:

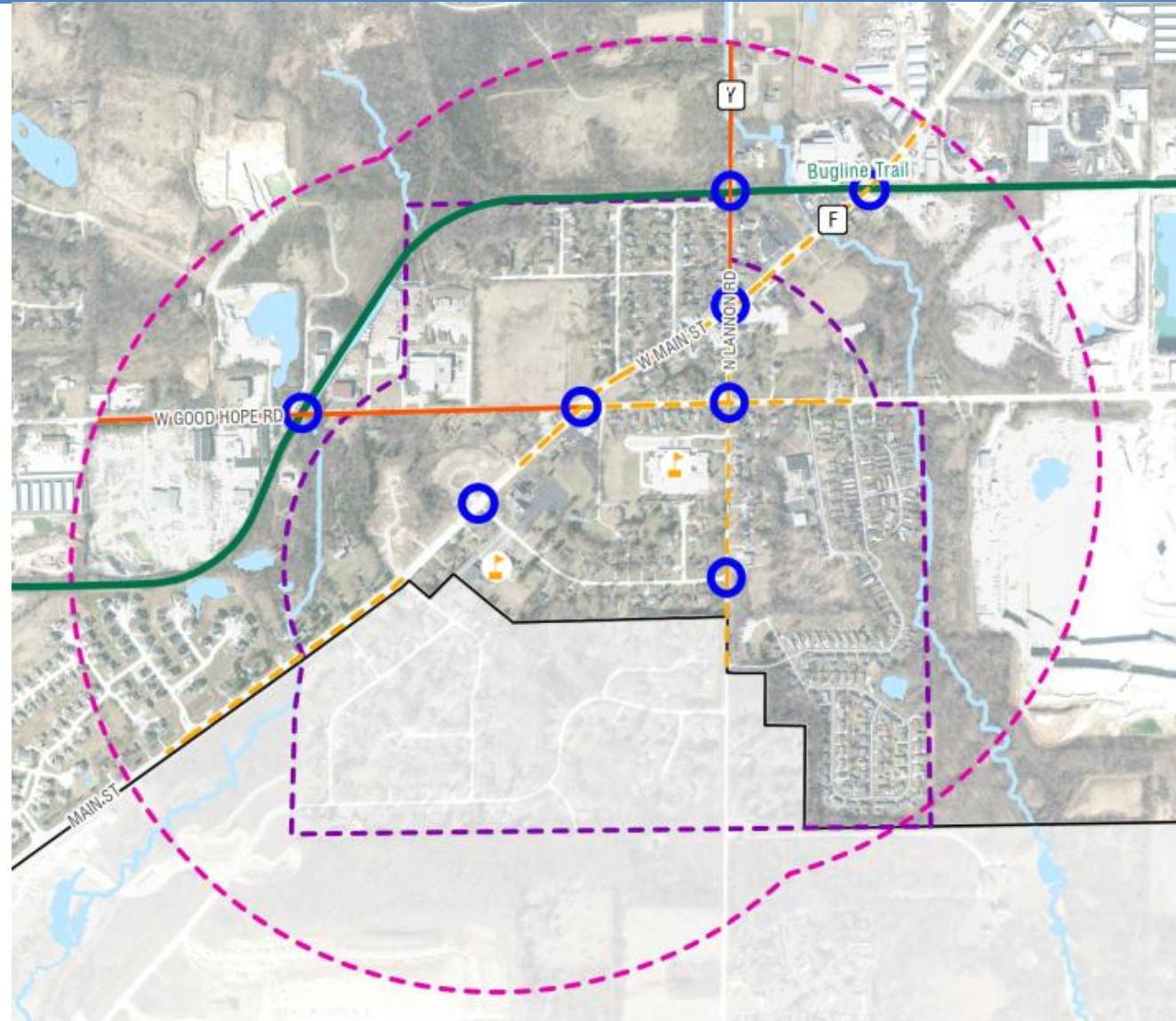
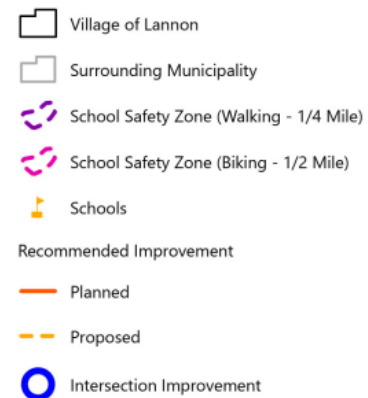
- Good Hope Rd (west of Main St)
    - Joeck's Park and Village Park path connection
    - Lannon Rd (Joeck's Park to Main St)

- Proposed

- Main St Shared Use Paths
    - Sidewalk and Bike Lanes

- Intersections:

- Enhanced School Zone Signage
    - Flashing Beacons at major crossings
    - Repaint Pavement Markings



# Recommendations

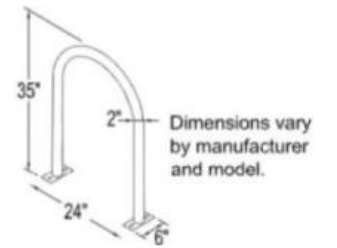
## Recommendation Types:

- Infrastructure
  - Network
  - Bike Parking
  - Amenity Areas
  - Signage and Signaling
  - Safety and Accessibility
- Programs
- Policies
- Maintenance



Example of a Downtown Amenity Area

## Preferred U-Rack Designs



Example of Wayfinding Signage located at trail crossing



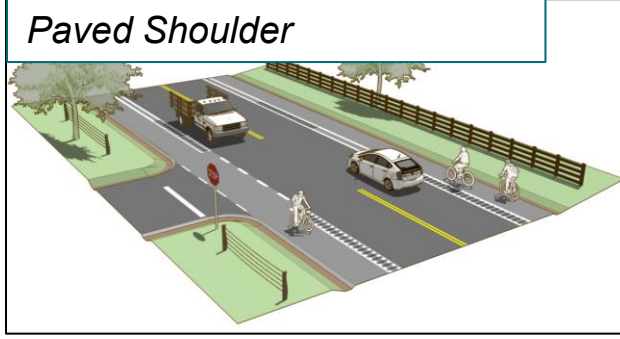
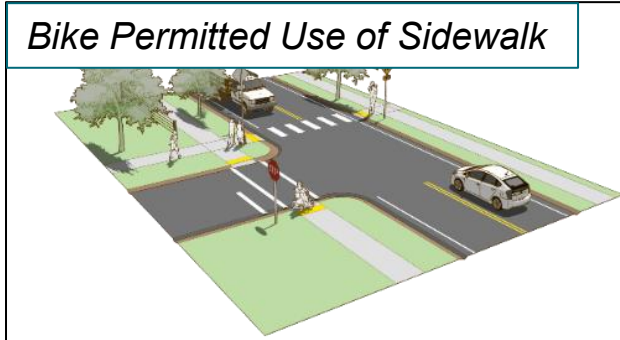
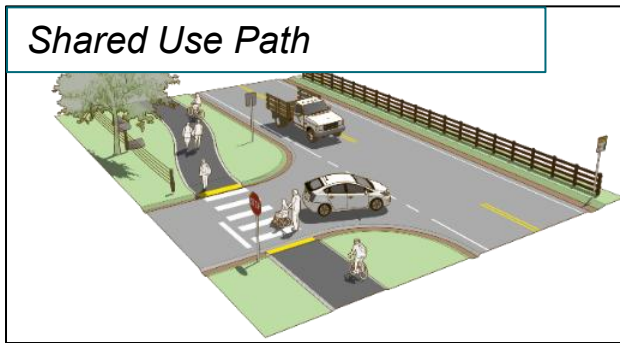
Example of Pilot Traffic Calming treatment in front of school

# Proposed Facility Type

## Bike Facilities



## Shared Facilities



## Pedestrian Facilities



# Proposed Facility Type

## Intersection/Crossing Potential Solutions



**Rectangular Rapid Flashing Beacon**



**Median Refuge Island**



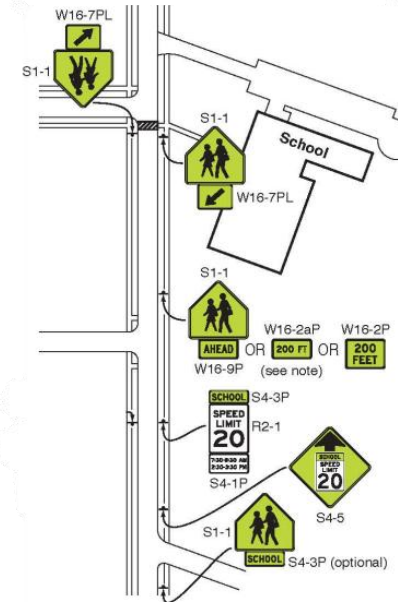
**High visibility, ladder-style crosswalk**



**Trail Lighting**



**Enhance School Safety Zone Signage**



# Recommendations

## Preliminary Concepts and Costs Estimates

*Lannon Rd: Joeck's Park to Main St - \$181,000*



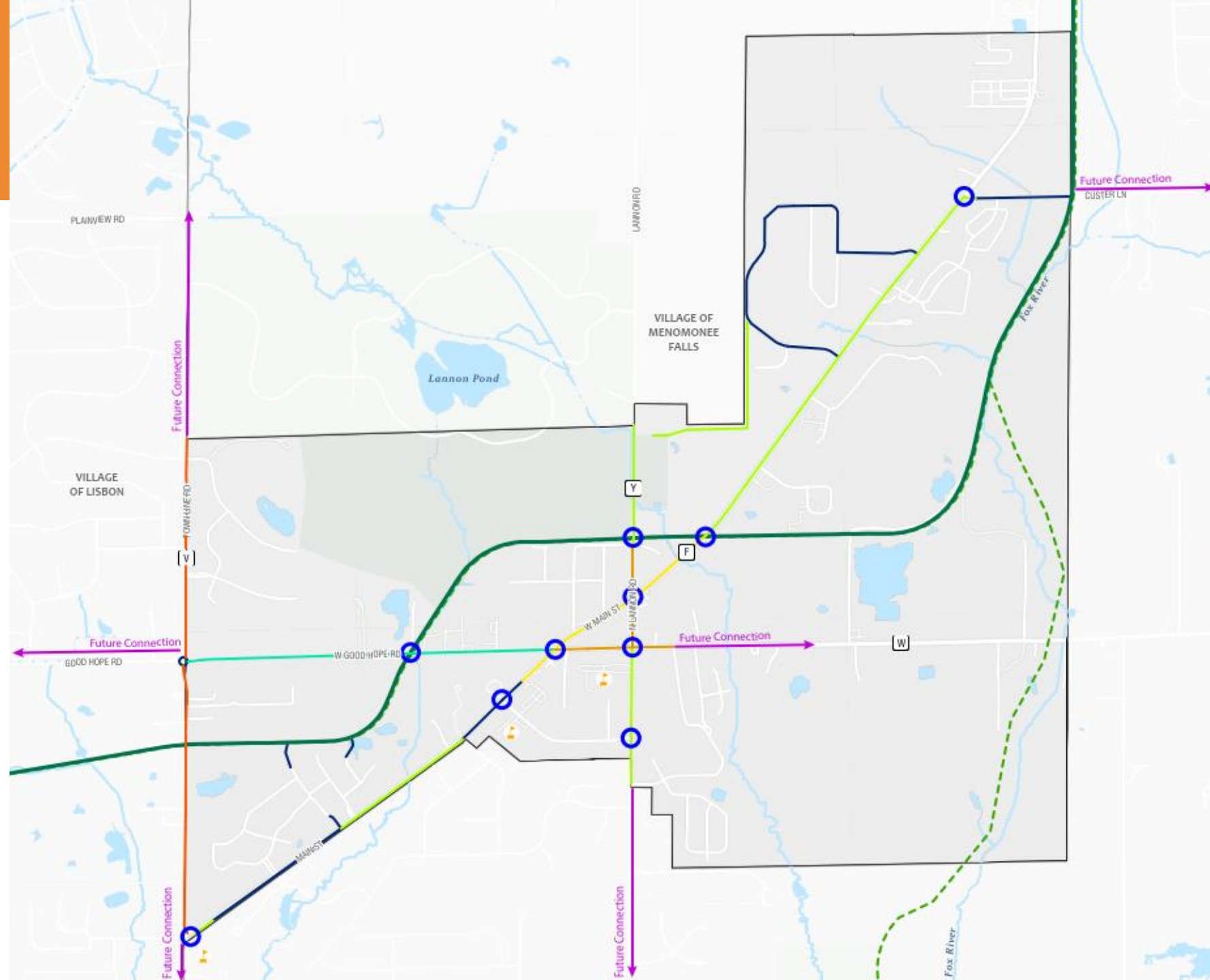
*Lannon Rd: Main St to Diamond Dr - \$348,000*



# Recommendations

## Network Recommendations

-  Village of Lannon
-  Surrounding Municipality
-  Schools
- Existing Facilities
  -  Shared Use Path
  -  Bugline Trail
- Recommended Improvement
  -  Shared Use Path
  -  Shared Use Path or Sidewalk + Bike Lane
  -  Bike Lane
  -  Sidewalk + Bike Lane
  -  Paved Shoulder
  -  Intersection Improvement
- SEWRPC 2050 Plan Recommendations
  -  Off-Street Bicycle Path



# Implementation

Establishes Action Plan and Decision-making Tools to:

1. Incorporate the plan into annual budget process and goal setting
2. Assess collaboration opportunities
3. Establish performance measures and reporting protocol
4. Implement!

#### Potential Partners

- School Districts
- Neighboring Communities
  - » Village of Menomonee Falls
  - » Village of Sussex
  - » Village of Lisbon
- Waukesha County
- Wisconsin DNR
- WisDOT
- SEWRPC
- Developers
- Lannon Business Association
- Wisconsin Bike Fed
- AARP
- Safe Routes Partnerships
- YMCA
- Local bicycle shop

Table 5.8: Hypothetical CIP Revenue Sources

Grant Programs and Eligible Projects (When to apply and what for)	Fiscal Year				
	2026	2027	2028	2029	2030
<b>SS4A *</b> <ul style="list-style-type: none"> <li>○ High Priority intersection improvements</li> <li>○ Corridor improvements</li> </ul>					
<b>WEDC Vibrant Spaces</b> <ul style="list-style-type: none"> <li>○ Bike parking</li> <li>○ Trail lighting</li> <li>○ Trailhead development</li> <li>○ Pocket park development</li> <li>○ Wayfinding signage</li> </ul>					
<b>TAP</b> <ul style="list-style-type: none"> <li>○ SRTS initiatives</li> <li>○ Trail improvements</li> <li>○ High Priority intersection improvements</li> <li>○ Corridor improvements</li> </ul>					
<b>CMAQ</b> <ul style="list-style-type: none"> <li>○ Corridor or trail improvements to allow reduction in VMT</li> </ul>					
<b>WDNR Knowles-Nelson Stewardship *</b> <ul style="list-style-type: none"> <li>○ Nature based trail improvements</li> <li>○ Trailhead and parkland development</li> </ul>					
<b>RTC</b> <ul style="list-style-type: none"> <li>○ Continued plan engagement</li> <li>○ Trail improvements (specifically connections to Bugline Trail)</li> <li>○ GIS asset management of bike and pedestrian infrastructure</li> </ul>					

# Implementation

## Vision Zero Commitment

1. Commitment to eliminate serious village roadway injuries and fatalities by 2045
2. Adopts Lannon Moves Bike and Pedestrian Plan as the guiding plan to accomplish Vision Zero
3. Recommended annual reporting of crashes within village and steps taken to meet Vision Zero commitment

### TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

**PERFECT** human behaviour

Prevent **COLLISIONS**

**INDIVIDUAL** responsibility

Saving lives is **EXPENSIVE**

VS

### VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

**SYSTEMS** approach

Saving lives is **NOT EXPENSIVE**

# Implementation

## SS4A Implementation Grant

1. Utilizes Bike and Ped Plan as Safety Action Plan
2. Leverage planning, engineering designs, and local match (20%) to receive 80% of projects costs on eligible projects
3. Eligible Projects:
  1. Sidewalks
  2. Trails
  3. Crosswalks
  4. Safe Routes to School Efforts
  5. Emergency/Police Response Efforts

## Safe Streets For All (SS4A) Grant Types:



### Action Plan Grant:

- Assists communities without Vision Zero Plan
- Lays foundation for comprehensive planning



### Implementation Grant:

- Provides funding to implement developed strategies
- Executes on systemwide community projects

### Targeted Projects:

1. Lannon Rd: Main St to Diamond Dr
2. Good Hope Rd: Main St to Emerald Dr
3. SRTS Improvements
4. Intersection Improvements

# Thank you & Questions



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Thank you!



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