LANNON MOVES

VILLAGE OF LANNON BIKE AND PEDESTRIAN PLAN

ADOPTED MAY 11, 2026

VILLAGE OF LANNON
Built on Solid Ground

MSA

ACKNOWLEDGMENTS

STEERING COMMITTEE

Patrick Yates, *Village President*
Ben Wood, *Village Engineer - Strand Associates, Inc.*
Brad Schlei, *Chief of Police*
Dan Bell, *Former Chief of Police*
Tina Moore, *Village Trustee (Public Safety Committee Chair)*
Dan Battist, *Village Trustee (Public Works Committee Chair)*

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MSA PROFESSIONAL SERVICES

This document was prepared by MSA Professional Services, Inc. with assistance from the above Steering Committee members.

MSA

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VILLAGE OF LANNON, WISCONSIN
RESOLUTION NO. 2026-4

A RESOLUTION adopting the Lannon Moves: 2026 Lannon Bike and Pedestrian Plan

WHEREAS, the Village of Lannon recognizes that safe, accessible, and connected Bike and pedestrian facilities are essential to the health, safety, mobility, and quality of life of its residents; and

WHEREAS, the Village has undertaken a comprehensive planning process to develop the Lannon Moves: 2026 Lannon Bike and Pedestrian Plan, which evaluates existing conditions, identifies current and future needs, incorporates public input, and recommends policies, programs, and projects to improve Bike and pedestrian travel throughout the Village; and

WHEREAS, the Lannon Moves: 2026 Lannon Bike and Pedestrian Plan is intended to serve as a guiding document to inform future transportation decisions, capital improvements, grant applications, and intergovernmental coordination related to Bike and pedestrian facilities; and

WHEREAS, adoption of the Lannon Moves: 2026 Lannon Bike and Pedestrian Plan demonstrates the Village's commitment to improving safety for all roadway users, including pedestrians, bicyclists, motorists, older adults, and persons of all abilities through its Vision Zero policy;

NOW, THEREFORE, BE IT RESOLVED by the Village Board of the Village of Lannon, Wisconsin, as follows:

Section 1) Adoption of Plan. The Village Board hereby adopts the Lannon Moves: 2026 Lannon Bike and Pedestrian Plan as an official planning document of the Village of Lannon.

Section 2) Use of Plan. The Lannon Moves: 2026 Lannon Bike and Pedestrian Plan shall be used to guide future planning, policy development, project prioritization, and implementation efforts related to Bike and pedestrian facilities, subject to the availability of funding and future Village Board approvals.

Section 3) Implementation. Village staff are directed to consider the recommendations and strategies within the Plan as opportunities arise, including coordination with regional partners and pursuit of applicable grant funding.

ADOPTED this 11 day of May, 2026.

Patrick Yates
Village President

Brenda Klemmer
Village Clerk

VILLAGE OF LANNON, WISCONSIN

RESOLUTION NO. 2026-2

This is a RESOLUTION adopting a Vision Zero policy as required by the Safe Streets and Roads for All (SS4A) grant program guidelines

WHEREAS, the life and health of all persons living in and traveling within the Village of Lannon are an utmost priority, and no one should die or be seriously injured while traveling on or using village streets; and

WHEREAS, Vision Zero is a comprehensive strategy focused on eliminating all traffic fatalities and severe injuries suffered by all roadway users while increasing safe, healthy, equitable mobility for all; and

WHEREAS, transportation systems have traditionally been designed to move cars and Vision Zero supports the safe systems approach to transportation systems designed to move all people safely, including pedestrians, bicyclists, users of public transit, persons with disabilities, aging individuals, drivers, passengers, and users of alternative transportation; and

WHEREAS, Vision Zero acknowledges that transportation users will sometimes make mistakes, necessitating that the transportation system and related policies accommodate inevitabilities and be designed to ensure that such inevitabilities do not result in severe injury or fatalities; therefore, decision makers are encouraged to improve conditions of the existing transportation systems, and to support policies intended to lessen impacts of crashes; and

WHEREAS, improving the safety of existing transportation systems will enable users of all modes of transportation to engage in healthier, active, and innately social lifestyles while reducing environmental pollutions; and

WHEREAS, successful Vision Zero programs are a result of comprehensive approaches including governmental regulations and community support of Vision Zero objectives and related plans.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Village of Lannon, Wisconsin, as follows:

Section 1) The Village of Lannon hereby adopts the goal of zero traffic fatalities and serious injuries, stating that no loss of life or serious injury shall be the goal on all village streets.

Section 2) The Village of Lannon hereby adopts the goal of eliminating traffic fatalities and serious injuries by 2045, and hereby implements the *Lannon Moves: 2026 Lannon Bike and Pedestrian Plan* as its formal Comprehensive Safety Action Plan to achieving this goal.

Section 3) The Village of Lannon Clerk shall certify the adoption of this Resolution to all authorities with a need to be informed, effective immediately.

ADOPTED this 11th day of May, 2026.

Patrick Yates, Village President

ATTEST: Brenda Klemmer

Brenda Klemmer, Village Clerk

CHAPTER 1: INTRODUCTION

The Village of Lannon is a community that moves. *From the steady hum of quarry trucks hauling stone that builds Wisconsin's infrastructure to the joggers, walkers, and bicyclists enjoying the Bugline Trail, movement is part of Lannon's identity. Children walking to school, neighbors strolling through residential streets, families traveling to parks and other community amenities, and cars buzzing along local roads all reflect a village that has life, activity, and opportunity.*

The Lannon Moves: 2026 Lannon Bike and Pedestrian Plan embraces this identity and looks toward the future. *This plan provides a vision for a safer, more connected, and accessible community where walking and biking are not only recreational choices but practical, everyday options. By creating a village-wide bike and pedestrian plan, Lannon will strengthen connections between neighborhoods, schools, businesses, and regional trails, ensuring that all residents can move freely and safely.*

COMMUNITY CONTEXT

The Village of Lannon is a growing community in northeastern Waukesha County, WI. Lannon was established in 1842 as a quarry town, with industries mining the limestone and Lannon stone that gives the village its name. Today, quarrying is still a major industry, though transportation and healthcare industries also provide economic opportunity. Nestled between the villages of Menomonee Fall, Sussex, and Lisbon, Lannon had been relatively isolated and rural, existing as a Town until incorporation in 1930. Now in recent years, Lannon has slowly become the fastest growing community in the State of Wisconsin with a 100% increase in population from 2015-2025.

Despite this growth, Lannon has remained true to its rural and quarry town roots through the support of a strong and active community that is dedicated to preserving the small-town feel of the village. The Lannon-Falls Lions Club, Lannon Business Association, Lannon Stonemen Sports League, various faith groups, to name a few, are just some of the community groups that are engaged in village activities. Year-round events like Lannon Cars on Main Street, National Night Out, and Halloween and holiday celebrations are major draws for community members to gather. Future growth in the community ensures that while traditions may evolve, Lannon will continue to thrive with residents who care for one another and carry on the legacy of those who came before them.

THE LANNON MOVES: 2025 BIKE AND PEDESTRIAN PLAN INCLUDES:

1. Feedback and results from a robust public engagement process.
2. Review of existing bike, pedestrian, and roadway infrastructure, plans, and policies.
3. Analysis of system gaps, crash and traffic data, and proposed infrastructure and signage changes.
4. Targeted analysis and recommendations for creating safer routes to village schools.
5. Recommendations to improve safety outcomes and connectivity to residential areas, schools, and community destinations.
6. Implementation steps for a financially responsible approach to improvements.

PLAN PROCESS AND SCHEDULE

In 2024, the Village of Lannon was awarded a Transportation Alternatives Program (TAP) grant by the Wisconsin Department of Transportation (WisDOT) to develop a village-wide Bike and Pedestrian Plan and Safe Routes to School Plan. The village formally kicked off the planning process for this project in the summer of 2025.

The Bike and Pedestrian Plan process included five major components: Data Collection and Existing Conditions Review, Public Engagement, Design Concept Development, Safe Routes to School Activities, and Plan Development. These components are illustrated through the Project Schedule figure below.

SUMMER 2025

- Kickoff Planning Process
- Project Meetings and Review
- Existing Plan Review
- Traffic Counts and Analysis
- Public Engagement

FALL 2025

- Public Engagement (continued)
- Project Meetings and Review
- Existing Conditions and Gap Analysis
- Preliminary Project Recommendations and Concepts

WINTER 2025/2026

- Draft Safe Routes to School Plan
- Village-Wide Plan Development
- Project Meetings and Review
- Develop Plan Recommendations

SPRING 2026

- Project Meetings and Review
- Public Open House Engagement
- Draft and Final Plan Review

PLAN STEERING COMMITTEE

This plan was guided by a Bike and Pedestrian Steering Committee composed of Village officials, staff, Police Chief, and engineer.

This Steering Committee was responsible for providing a vision for the plan, reviewing draft materials, and recommending the final plan document for review and approval by the Village Board.

With assistance from the Village Board and staff, this Steering Committee will be guiding implementation and monitoring of plan recommendations and actions.

SAFETY ACTION PLAN

With intention of creating a plan that is eligible under the Federal Highway Administration's Safe Streets and Roads For All (SS4A) program, this plan will formally serve as the Village's Safety Action Plan.

VISION ZERO COMMITMENT

The Village Board has made a formal commitment to eliminating all serious roadway injuries and fatalities by 2045. This Vision Zero resolution was adopted in May 2026.

PLAN VISION AND GOALS

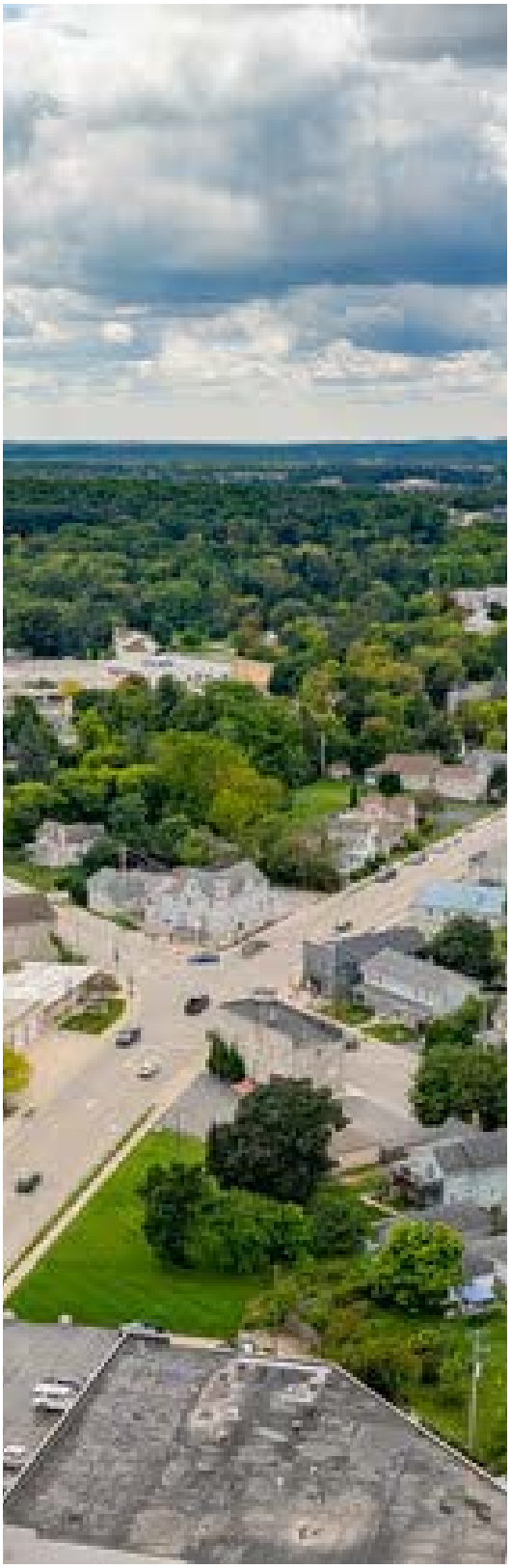
The following vision statement and goals were developed through conversations with the Bike and Pedestrian Plan Steering Committee to guide the development of the plan and set the tone for what the village intends to accomplish.

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.

PLAN GOALS

1. **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.
2. **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.
3. **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 build out will occur over time.
4. **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.
5. **Reduce Bicycle and Pedestrian Incidents**
   - Track and analyze accident data to inform infrastructure improvements and public education efforts aimed at reducing injuries and fatalities.



WHY BIKING AND WALKING MATTER IN LANNON

IN THE 21ST CENTURY, TRANSPORTATION HAS CHANGED

The way people move through their communities is evolving. In the wake of the COVID-19 pandemic, travel patterns shifted dramatically. Many people began working remotely, reducing daily commutes and increasing the value of local mobility. At the same time, the rise of rapid delivery services and digital commerce has changed how goods and services reach residents, often without the need for personal vehicle trips.

As a result, communities are rethinking transportation priorities. Walking and biking are no longer just recreational activities, they're essential modes of travel that support health, sustainability, and local vitality. Investing in active transportation infrastructure is a forward-thinking response to these changes, helping Lannon adapt to modern mobility needs while preserving its small-town charm.

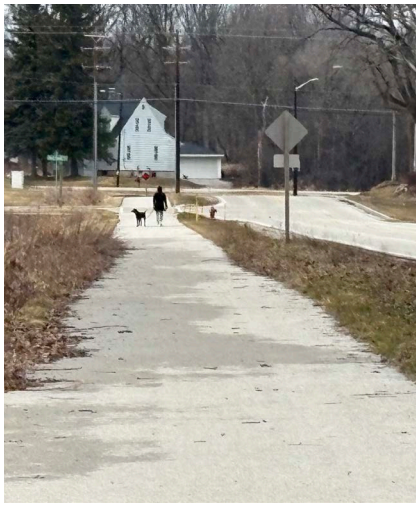
THE CASE FOR WALKING AND BIKING

Health and Happiness

Walking and biking promote physical activity, which improves cardiovascular health, reduces stress, and enhances mental well-being. These modes of travel also encourage social interaction, helping residents feel more connected to their neighbors and surroundings. In a walkable and bikeable community, daily movement becomes a natural part of life, contributing to a healthier and happier population.

Community and Economic Development

Active transportation supports vibrant local economies. When people walk or bike, they're more likely to stop at local businesses, attend community events, and engage with public spaces. Well-connected bike and pedestrian networks can increase property values, attract new residents, and support tourism. For Lannon, investing in these facilities is a way to strengthen its identity and support long-term economic growth.



Good for the Planet

Reducing reliance on cars helps lower greenhouse gas emissions and improve air quality. Walking and biking are zero-emission modes of travel that contribute to a cleaner, more sustainable environment. As climate concerns grow, communities that prioritize active transportation are taking meaningful steps toward environmental stewardship.

PLAN APPROACH: THE 6 E'S

To guide the development of a safe, inclusive, and effective bike and pedestrian network, this plan is utilizing the nationally recognized Six E's Framework. This approach ensures that planning goes beyond infrastructure alone and incorporates education, community engagement, and equity. Each "E" represents a key strategy area that, together, support a comprehensive and sustainable active transportation system. These principles help ensure that investments are not only well-designed but also well-used, well-understood, and equitably distributed. The Recommendations of this plan outlined in Chapter 4 are designated by one of the 6 E's to guide implementation.

1. Engineering

Engineering focuses on the physical design and construction of bike and pedestrian infrastructure. This includes roads, sidewalks, trails, intersections, signage, and amenities such as bike racks and rest areas. Recommendations under this category aim to improve safety, connectivity, and comfort for all users through thoughtful planning and ongoing maintenance.

2. Education

Education efforts help residents understand the benefits of walking and biking, the rules of the road, and how to safely navigate the transportation network. Programs may include school-based safety training, driver awareness campaigns, public workshops, and the distribution of maps and guides to encourage informed and confident use of facilities.

3. Encouragement

Encouragement programs are designed to make walking and biking more appealing and accessible. These initiatives include community events and programs that foster a culture of active transportation and build community pride around healthy mobility choices.

4. Enforcement

Enforcement ensures that traffic laws are followed to protect all road users. This includes collaboration with local law enforcement to monitor speeding, yielding behavior, parking violations, and other safety concerns. Enforcement also supports education by reinforcing safe practices and deterring dangerous behavior.

5. Evaluation

Evaluation measures the effectiveness of bike and pedestrian investments over time. This includes collecting data before and after projects to assess changes in safety, usage, public perception, and equity. Evaluation helps guide future decisions, prioritize improvements, and demonstrate the value of investments to stakeholders.

6. Equity

Equity ensures that all residents, regardless of income, age, ability, or location, have fair access to safe and high-quality walking and biking infrastructure. This includes inclusive planning processes and prioritizing improvements in areas with limited mobility options. Equity is essential to building a transportation system that serves the whole community.

CHAPTER 2: PUBLIC ENGAGEMENT

The planning team offered a diverse series of online and in-person engagement opportunities to reach the community and gather critical feedback. From July to October of 2025, the planning team had over 250 interactions with Lannon residents. Public engagement opportunities included:

1. *Community Survey*
2. *Interactive Online Map*
3. *Pop-up Booths*
4. *Community Meeting and Walk Audit*
5. *Focus Group Discussions*
6. *Intergovernmental Outreach*

Feedback from this public engagement process will be summarized here. Additional details on feedback received through public engagement can be found in Appendix D.

ONLINE ENGAGEMENT

The planning team created a series of online engagement opportunities which were advertised on the project webpage, social media, posters, and a postcard which was mailed to every residential address in the Village of Lannon.

LANNON MOVES
VILLAGE OF LANNON
BIKE AND PEDESTRIAN PLAN

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.

Project Website

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

Brian Wiedenfeld, Project Manager · bwiedenfeld@msa-ps.com

COMMUNITY SURVEY

In tandem with in-person engagement efforts, 118 participants filled out an online survey which was designed to directly inform the goals, policies, and recommendations of the plan. The survey was active from August 2025 to November 2025. A link to the survey was provided on the village's website, shared on social media, and distributed to community members during in-person engagement events. *Full survey results are provided in Appendix D of this Plan.*

SURVEY RESPONDENT DEMOGRAPHICS

Ninety-seven percent (97%) of survey respondents were Lannon residents. Most respondents were between 35-44, just over half of respondents were women, and 93% were homeowners. Survey respondents averaged 2.5 vehicles per household with an average household size of 3.1 people. Over half of respondents lived in a household with at least 1 person under the age of 18 and 10% respondent households were home to someone with a mobility difficulty or disability.

TRAVELING IN LANNON

There are a variety of transportation modes that Lannon residents utilize on a daily basis. Survey responses show that 76% of responders walk or jog at least once per week in the summer months, while 71% drive and 43% bike and a weekly basis. 5% of survey respondents use a mobility device weekly.

The top locations that survey responders travel to within Lannon include:

1. **78%** - Recreational Trail
2. **68%** - Local Shops/Restaurant
3. **67%** - Parks
4. **50%** - Family/Friends' Homes
5. **39%** - School

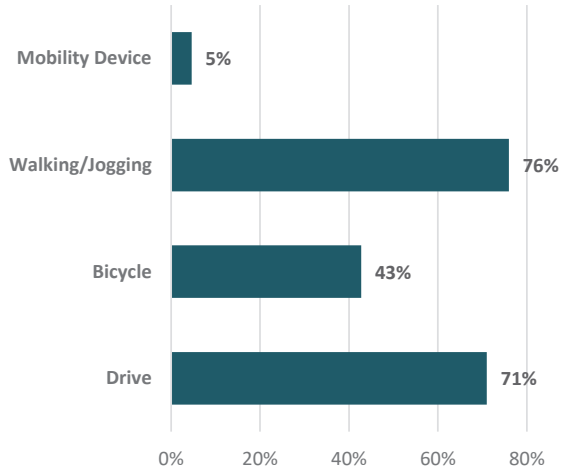
TRANSPORTATION SAFETY

Survey participants overwhelmingly consider driving in the village as a somewhat or very safe means of transportation. While overall responses were mixed, 60% of respondents rated biking and walking conditions as somewhat or very unsafe.

Top Safety Issues

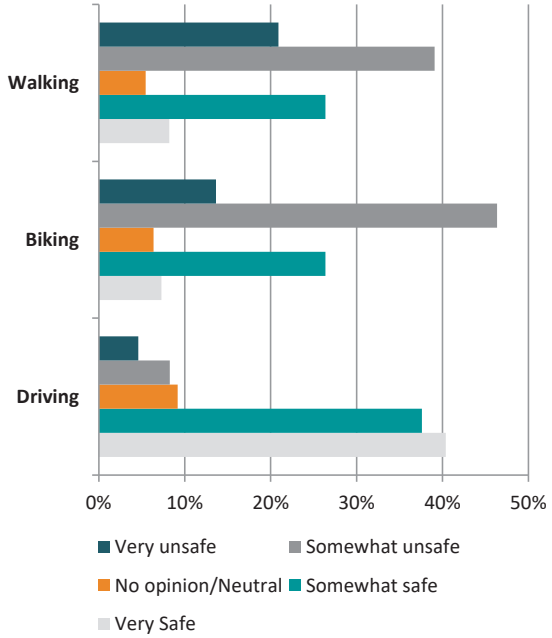
1. **62%** - Drivers Speeding
2. **36%** - Pavement markings are too faded to see/read
3. **36%** - Vehicle drivers do not follow the traffic signals
4. **35%** - Signs are covered by tree branches or other landscaping
5. **26%** - Bicycle riders do not follow traffic controls

Figure 2.1 Weekly Travel Modes in Summer Months



Source: Community Survey

Figure 2.1 "How safe do you consider the roads and sidewalks in the village for _____?"



Source: Community Survey

The most dangerous areas for walking and biking in Lannon are along Lannon Road, Main Street, Good Hope Road in the downtown area, Bugline Trail crossings, and connections to residential areas like the Overstone Condos primarily due to missing sidewalks, unsafe intersections, and high traffic speeds.

ENCOURAGEMENT ACTIVITIES AND IMPROVEMENTS

Those who took the community survey ranked specific improvements that would encourage them to bike or walk more frequently. The top improvements far that would encourage walking and biking were introducing bicycle lanes, expanding the sidewalk network, and more multi-use paths. Other activities included having more places and amenities to walk and bike to, improved crossings, and better lighting on trails and sidewalks. Better traffic enforcement, facility maintenance, and slower traffic were also popular responses.

The top destinations people would walk or bike to more if improvements were made include trails, parks, and local shops and restaurants.

74%

of respondents do not know where to place maintenance or safety complaints

Community Voices

"I moved to Lannon two months ago and plan to stay. I'm very encouraged by this initiative to improve Lannon's walkability, bikeability and livability. Lannon is moving in the right direction and has the potential to be an even better place to live."

SAFE ROUTES TO SCHOOL

Currently, 16% of survey respondents said their student walks to school some days or daily, while 7% biked, 50% took the bus, and 58% were driven to school. Of the parents who took the survey, 58% would allow their child to walk or bike to school if safety conditions were improved. The biggest barriers identified by parents who responded to the survey were lack of sidewalks or bike lanes, unsafe crossings or intersections, high traffic speeds or volume, and distance required for the child to travel from home to school.

INTERACTIVE ONLINE MAP

During the engagement period, the planning team offered an interactive online map which allowed participants to leave comments and offer direct recommendations throughout the Village. The total number and type of each comment were:

1. Intersection/Crossing Improvement (17 comments)
2. Pedestrian Improvement (13 comments)
3. Traffic/Speed Concern (12 comments)
4. Bicycle Improvement (9 comments)
5. Community Destination (5 comments)
6. General Safety Concern (3 comments)

PEDESTRIAN IMPROVEMENTS:

- Add paths along Lannon Rd and sidewalks on Main Street (west side) for Bugline access.
- Create safe crossings from Overstone Condos to Joeck's Park and Bugline.
- Pave walking trails or sidewalks connecting Joeck's Park to Bugline.
- Sidewalks around Lannon Rd and Good Hope Rd for school access.
- Reconfigure intersections to reduce blind curves and improve pedestrian safety.

INTERSECTION/CROSSING IMPROVEMENT:

- Install lighted/flashing pedestrian crossing signs (button-activated).
- Add raised speed bump crossings for safer school routes.
- Improve visibility at intersections (trim bushes, address building obstructions).
- Paint crosswalks and add reflective paint for nighttime visibility.
- Address line-of-sight issues and add signage at new sidewalks.

BICYCLE IMPROVEMENT:

- Restrict trail usage to bicycles only (no snowmobiles).
- Clear signage banning e-bikes, scooters, skateboards.
- Dedicated bike path to high school and along W Main Street.
- Improve safety for bicyclists entering traffic without stopping.
- Add bike lanes on Townline Road for safer Bugline access.

TRAFFIC/SPEED CONCERN:

- Vehicles not slowing down at crossings; dangerous during commute hours.
- Speed on Main Street too high (suggest reducing to 30–35 mph).
- Tailgating and aggressive driving near crossings.
- Dangerous backups from bus company; suggest dedicated turn lane.
- Frequent speeding and distracted driving in residential areas.

GENERAL SAFETY CONCERN:

- Blind intersections and poor visibility near park and Bugline.
- Friday/Saturday night congestion and unclear parking rules.
- Suggest speed cameras to enforce limits.

COMMUNITY DESTINATION:

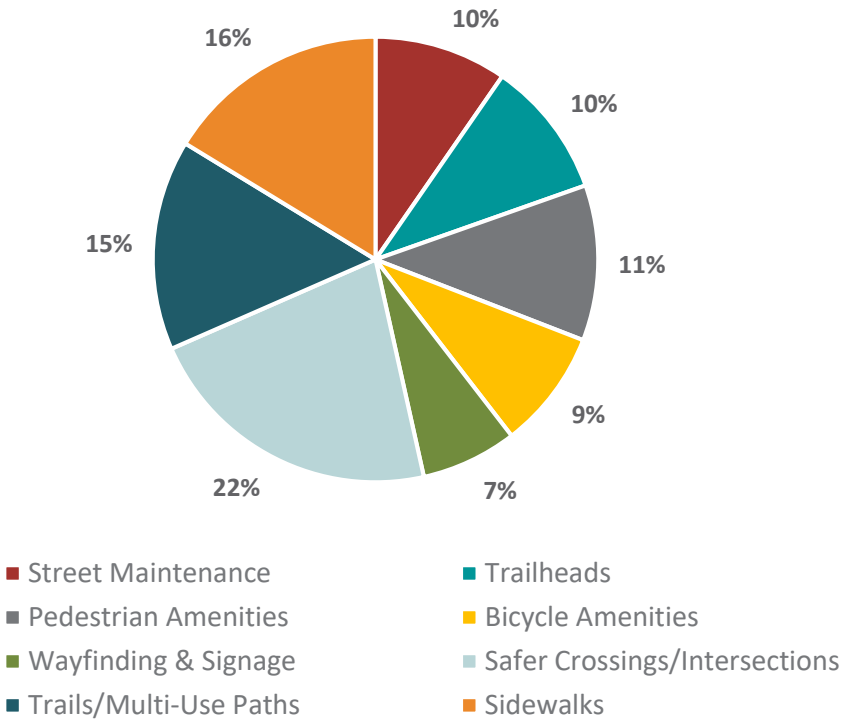
- Demand for MTB (mountain bike) trails.
- Interest in nature/hiking trail around quarry for safe public interaction.

IN-PERSON ENGAGEMENT

POP-UP BOOTHS

The team hosted a booth at both Lannon's National Night Out and Lannon Elementary School's Great Start Conferences in August 2025, featuring interactive engagement activities and promoting the online survey. When asked about village funding priorities, participants identified safer crossings and intersections, sidewalks, and trails/multi-use paths as the top three needs. Overall, the feedback collected at the booths was consistent with comments from the online survey and the interactive engagement map.

Figure 2.3 Funding Priorities



COMMENT BOX SUBMISSIONS

- Add bike rentals
- Townline Rd too busy and has no bike lane
- Connections to the Bugline - Silver Spring down Lannon Rd
- Flashing lights @ Bugline crossings
- Need streetscaping @ Good Hope Rd west of Main St south of Good Hope Rd
- "If your parents are in a rush, you can drop them off and then you can bike to school."
- Safer crossing at Custer Ln to trail
- Fast and loud trucks create dangerous environment

COMMUNITY MEETING

On Thursday, October 30th, 2025, the planning team held a community meeting at Lannon Elementary School. This meeting was supported by members of Lannon Elementary School and of the Lannon Police Department. The meeting was open house style, allowing adults and children to come in and meander between different engagement activities and speak with representatives of the Lannon Moves team. Activities included a facility voting activity, a community mapping exercise, a student survey, a safety quiz lead by Lannon Police Department, and a walk audit.

TOP RANKED BIKE AND PEDESTRIAN AMENITIES

Painted and Clearly Marked Crosswalks

School Safety Zone Signage

Separated Sidewalks with Vegetation

Bike Parking

Off-Street Bike Path

STUDENT SURVEY

At the community meeting, children were asked to complete a survey geared specifically to elementary-aged kids. In total, there were 13 responses, mostly from Lannon Elementary School Students.

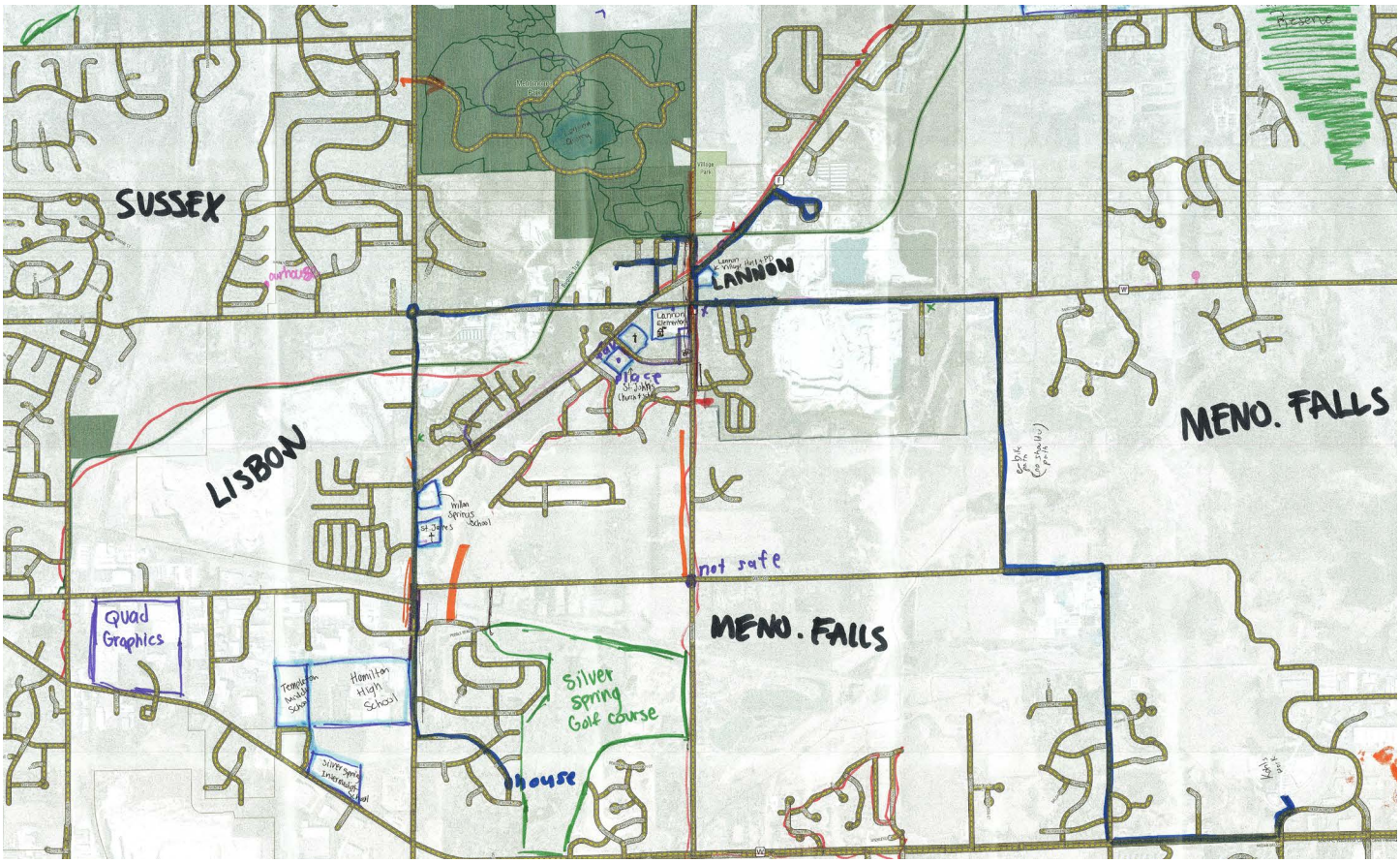
SURVEY RESPONSES

What helps you feel safe when walking/biking? Sidewalks, crossing buttons, signage, helmets

What would make walking/biking to school more fun or easier? Safe path to school, signage, access to Lannon Rd south bound, benches, crosswalks and sidewalks

COMMUNITY MAPPING EXERCISE

Meeting attendees also participated in a community mapping exercise to illustrate places they travel already to and where new connections are needed. Community members identified places of work, schools, their homes, and areas of safety concerns. The map can be used to prioritize safety improvements within existing travel pathways. Connections to other schools located within the Hamilton School District were also drawn on this map.



WALK AUDIT

A walk audit was held prior to the Community Meeting. Students and parents took a short walk from Lannon Elementary School to Joeck's Park. Overall, participants rated the walk quality as 'Mixed' or 'Poor', identifying issues which included: cracks, obstacles, and noncontinuous sidewalks, poor marking or identification for intersections, and short signals at Lannon Road and Main Street with no audible prompting. Children participating in the walk audit noted that frequent vehicle traffic was loud and scary.

FOCUS GROUP DISCUSSIONS

In addition to broad feedback from the community at large, focus groups were organized to get specific feedback from key stakeholders in the Village of Lannon. The stakeholder groups were identified as follows: school officials and parents, the Lannon Business Association, and Waukesha County and Southeast Wisconsin Regional Planning Commission (SEWRPC).

School Officials and Parents

Focus group members expressed concerns about safety at intersections, the lack of sidewalks, and truck traffic running through key Village intersections They recommended improvements such as adding more signage, implementing speed interventions, addressing issues at the Good Hope Rd/Lannon Rd intersection, and fostering long-term collaboration between the School District and the Village of Lannon.

Lannon Business Association

The association noted concerns about physical gaps between neighborhoods and amenities, the lack of business signage along the Bugline Trail, and the potential for infrastructure changes to disrupt truck and delivery traffic. Desired improvements include installing wayfinding signage, adding trailhead amenities and bike racks, expanding sidewalks, reducing vehicle speeds, and offering education programs for both adults and children.

Waukesha County and SEWRPC

Regional partners identified their plans to maintain existing trails, and did not identify any major expansions planned over the next five to ten years. While the county aids municipalities with permitting and right-of-way improvements, sidewalks and non-county trails remain the responsibility of individual municipalities.

INTERGOVERNMENTAL OUTREACH

The Project Team completed outreach to neighboring municipalities and Waukesha County once plan recommendations were finalized to discuss collaboration opportunities and seek feedback on plan materials. The Intergovernmental Outreach Table below outlines the comments and support level for future bike and pedestrian improvement collaboration from each respective jurisdiction.

Table 2.1 Intergovernmental Outreach Table

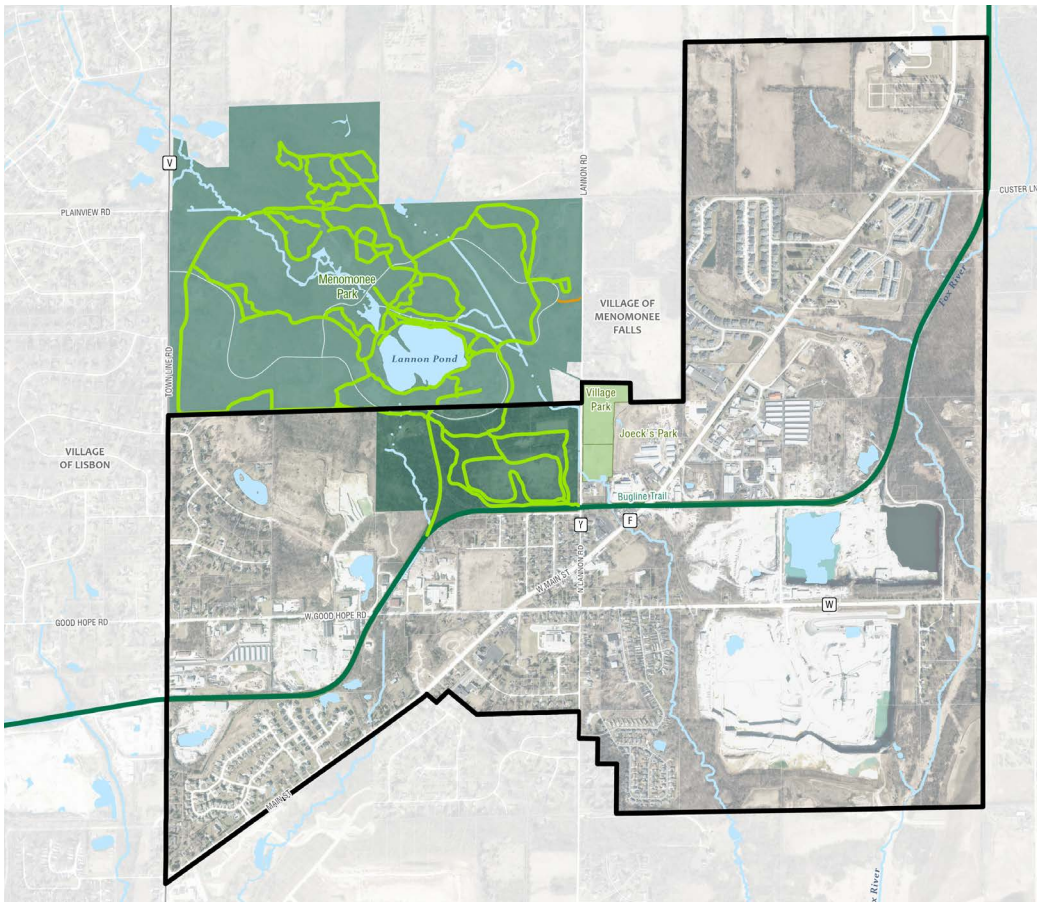
Jurisdiction	Comments	Future Collaboration?
Waukesha County	• Waukesha County will want to engage in a two-party agreement between the Village of Lannon and Waukesha County Department of Public Work to establish the improvements, costs, installation, and future maintenance of the pedestrian/bicycle facilities along county highways. Any improvements to the Bugline trail crossings will need to be coordinated with Parks and Land use. • Construction and future maintenance would be the Village's responsibility. • Waukesha County will support the process by providing guidance on agreement and permit expectations. The County may be able to support the Village in the pursuit of state/federal funding.	Y
Village of Menomonee Falls	• Expressed support for future connections on Good Hope Rd and Custer Ln, acknowledging alignment on plan documents. • We recognize that residents from both Lannon and Menomonee Falls will benefit from the proposed recommendations, and we are open to discussing potential partnerships for projects that may cross our Village borders.	Y
Village of Lisbon	• At some point, it would make sense to extend the shared use path or sidewalk from Good Hope Road, through Lisbon to where Sussex's bike path extends. There is no future plan for that, but it may be something we consider when we need to resurface/repave Good Hope Road.	Y
Village of Sussex	• No comments at this time.	

CHAPTER 3: WALKING & BIKING IN LANNON

This chapter provides a comprehensive assessment of Lannon's current pedestrian and bicycle infrastructure. The review focuses on connectivity challenges, physical and environmental obstacles, and priority destinations (i.e., schools, parks, and commercial areas) to connect through system upgrades. It also incorporates available data on usage patterns and safety concerns, including pedestrian and bicycle counts and crash records, as well as summarizing relevant existing plans to ensure alignment with broader community goals and regional initiatives.

EXISTING CONDITIONS

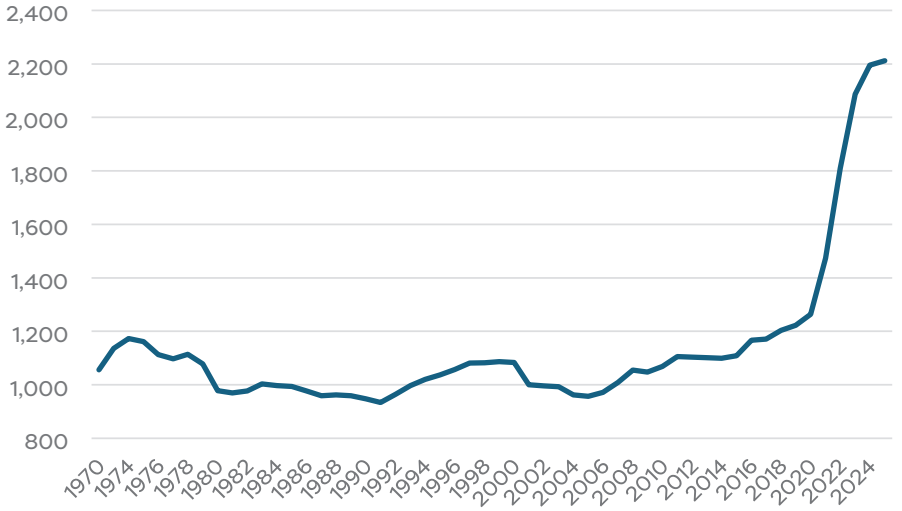
Map 3.1 - Project Location



As of 2025, the Village of Lannon has a population of 2,212 residents (WI DOA). Lannon's population was relatively stable for many decades, as seen in Figure 3.1, but increased dramatically between 2020 and 2024.

Additional growth is anticipated, prompting need for well-planned transportation infrastructure, including multi-modal facilities, to improve safety and connectivity outcomes for both existing and future residents of Lannon.

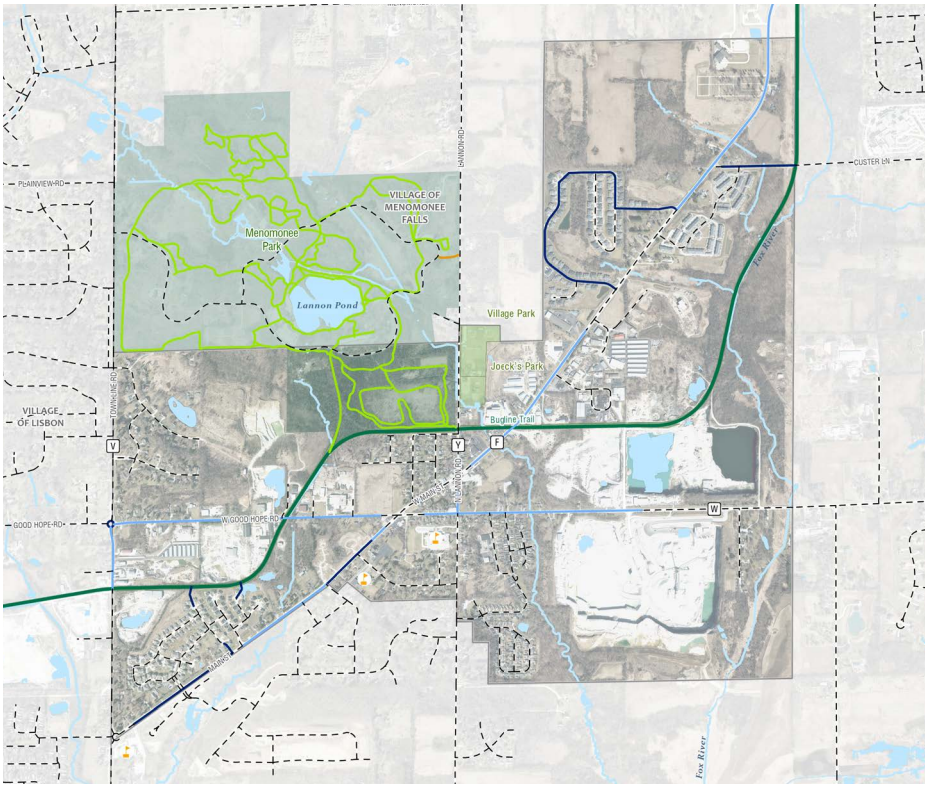
Figure 3.1 Village of Lannon Population 1970-2025



Source: Wisconsin Department of Administration

Of Lannon residents over age 16 who are working, only 1% biked and 0.5% walked to work, while 72% drove alone to work according to 2023 American Community Survey (ACS) estimates. It's clear that many village residents are walking and biking recreationally, like on the Bugline Trail; however, very few are walking or biking to school or work on village roads, sidewalks, or trails.

As described in Chapter One, improvements to existing facilities will encourage active transportation by increasing safety, improving connectivity, and expanding recreational opportunities. This section inventories existing infrastructure and policies that enable bicycling and walking through the village.



Map 3.2 Existing Bike Facilities Map

BICYCLE FACILITIES

An inventory of Lannon's existing bicycle infrastructure revealed that its network primarily consists of the Bugline Trail and some degree of shared use paths within and near residential neighborhoods. The results of this inventory are seen in the **Existing Bike Facilities Map**. Most village streets do not have dedicated bike lanes or routes. Local streets with lower traffic speeds and volume in residential areas are safer for bicycle mobility, but the higher traffic county highways impose broad barriers to biking throughout the community. The Bugline Trail system is the best east-west pedestrian and bicycle thoroughfare in Lannon and presents many opportunities for additional trail connection to increase access to village amenities.

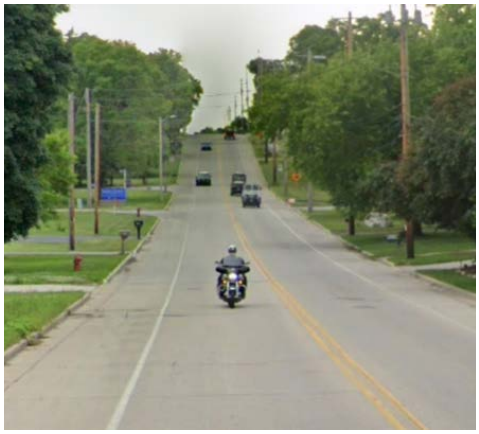
BICYCLE NETWORK CHARACTERISTICS

- There are minimal marked bike lanes or signed bike routes within village limits. Paved shoulder facilities exist on some of the county highways.
- The shared use paths provide connection to neighborhoods and can be used for recreational activities along the Bugline Trail; however, they lack connection to downtown and other amenities like schools, employment centers, shopping, restaurants, and places of worship.
- Biking along the key corridors of Main St (CTH F), Good Hope Rd (CTH W), and Lannon Rd (CTH Y) can be intimidating and unsafe for bicyclists. These are areas of focus for dedicated bike facilities.
- Heavy truck traffic, unsafe crossings, and limited connections to the Bugline Trail are the biggest barriers for bicyclists.

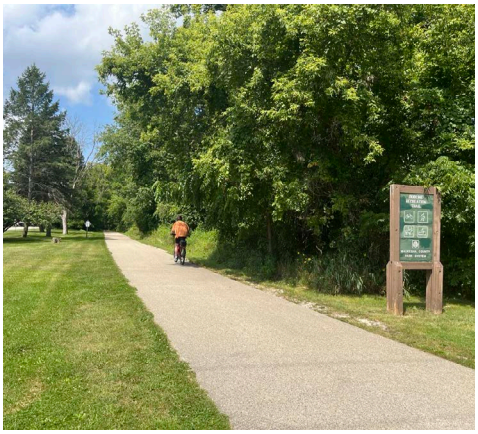
FIELD SURVEY OF BICYCLE FACILITIES

Faded bicycle lane markings on Main St

Heavy truck traffic on Good Hope Rd and Lannon Rd



Paved shoulder on Good Hope Rd

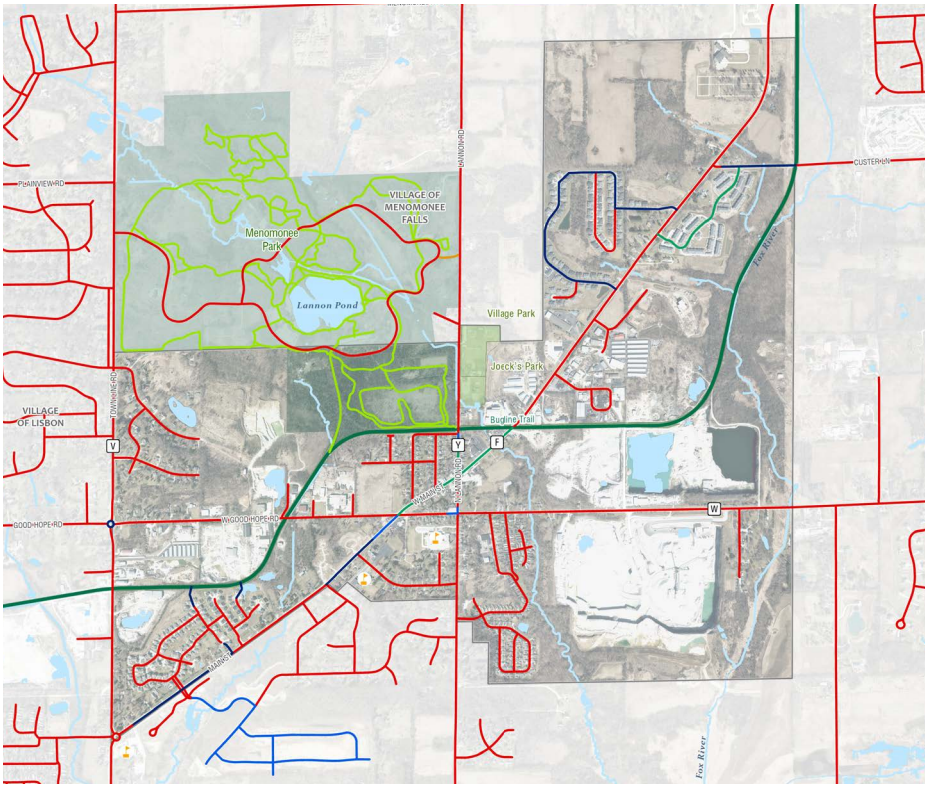


A bicyclist on the Bugline Trail

Overstone Condominium neighborhood shared-use path

Trail connection terminus on Custer Ln

Bike crossing signage near Bugline Trail



Map 3.3 Existing Pedestrian Facilities Map

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

PEDESTRIAN FACILITIES

Each village street was inventoried for the presence of sidewalks and shared use paths. The results of this inventory are seen in the **Existing Pedestrian Facilities Map**. The pedestrian network is fairly disconnected with many gaps in the existing network, even in the downtown area. No sidewalks are present in older neighborhoods, whereas recent developments feature a mix of sidewalks and shared use paths. Additionally, many village sidewalks are in poor condition which can be challenging for those with mobility issues.

The trail system in Lannon is comprised primarily of the Bugline Trail, offering a recreational shared use path for pedestrians and bicyclists; however, there is limited connectivity to community amenities within this existing trail system. Newer shared use paths tied to residential subdivisions tend to lack continuous paths, leading to gaps for users.

PEDESTRIAN NETWORK CHARACTERISTICS

- The sidewalk network is disconnected to neighborhood amenities across the village.
- Most curb ramps are not fully accessible and compliant under WisDOT ADA guidance.
- Heavier truck traffic is a deterrent to more pedestrian activity.
- Pedestrian crossings can be dangerous at the major County Highway intersections in town. Crossing markings are faded or non-existent.
- Crosswalks are signed and feature pedestrian push button crossings in some locations but lack more protective infrastructure like pavement markings and rectangular rapid flashing beacons (RRFB).

- Sidewalk width is variable; narrower sidewalks can result in conflicts when there are multiple users. Sidewalk conditions are poor in many locations and require improvement for greater accessibility.
- The pedestrian network lacks wayfinding signage that could guide visitors and residents to community amenities.
- Low traffic local roads are mostly safe for community residents.

FIELD SURVEY OF PEDESTRIAN FACILITIES

Bugline Trail off Lannon Rd

Pedestrian crossing signage at Main St and Lannon Rd intersection

Deteriorating sidewalk with no curb ramp on Lannon Rd

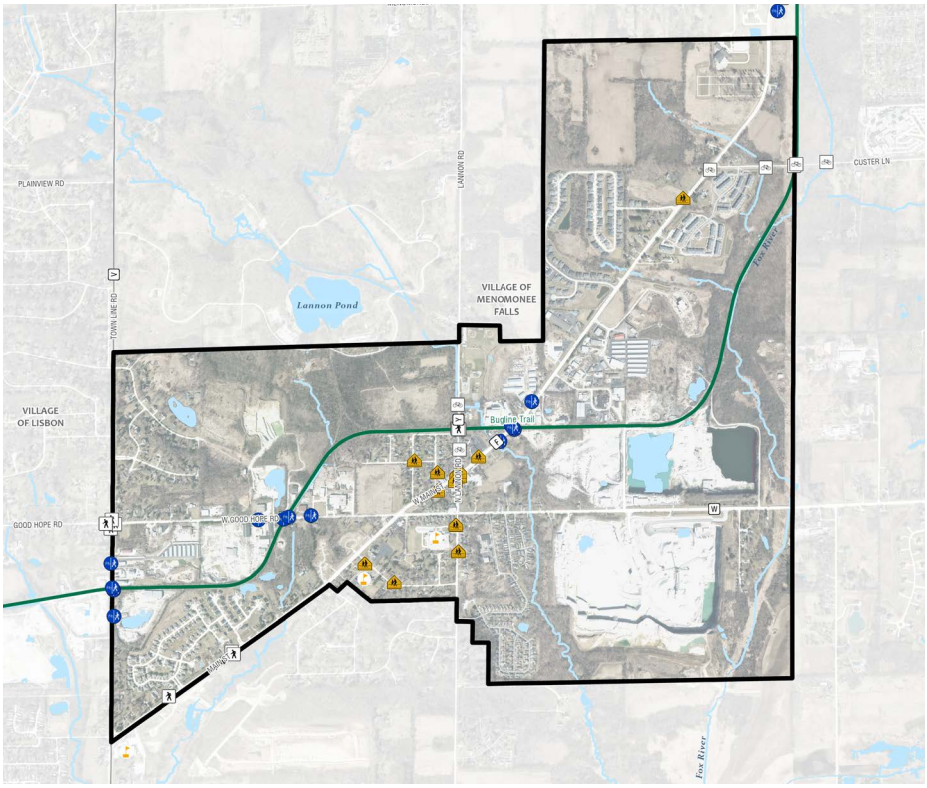
Incomplete sidewalk and pedestrian paved shoulder on Lannon Rd

New sidewalk installed in the Rock Pointe Apartments complex

RRFB and marked crossing on Main St

Missing sidewalk, crossing, and curb ramp at Good Hope Rd

Unrecognized gravel footpath on Lannon Rd leading to Menomonee Park



Map 3.4 Existing Signage Map

BICYCLE & PEDESTRIAN SIGNAGE

A variety of bicycle and pedestrian signage types are located along major roadways in the village. A signage inventory was conducted in September 2025 through a site visit and supplemental data from GIS and satellite/street-view imagery. The **Existing Signage Map** denotes the type and placement of signs in concentrated areas of the village.

SIGNAGE CHARACTERISTICS

- Every Bugline Trail crossing features painted crossing with signage; however, no additional safety measures are utilized.
- The Lannon Rd and Main St intersection is adequately signed and features pedestrian push buttons at crossings, though the other major intersections within the downtown area lack signage.
- The new shared use paths on Main St and on Custer Ln are signed for bicycle and pedestrian activity. The Main St shared use path also features a Rectangular Rapid Flashing Beacon at a mid-block crossing.
- School zones and 'children present' signage is present near schools and within residential areas but are not always accompanied by marked crosswalks or any additional safety measures.

TYPES OF SIGNAGE

Bicyclists

Indicates upcoming bicyclists crossing. Found mostly near Bugline Trail crossings.

Pedestrian

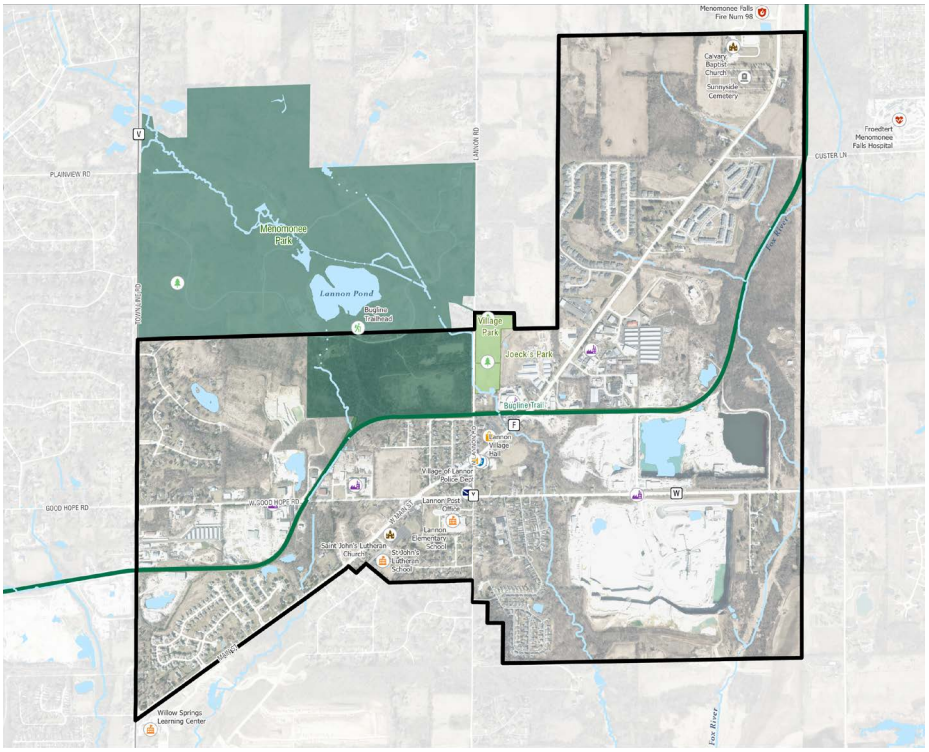
Indicates upcoming crossing or frequent pedestrian activity. Found along Main St near the recently constructed shared use path

Bicyclists and Pedestrians

Indicates upcoming interaction between multi-use path and roadway, can include directional signage or crossing point. Found near many of the Bugline Trail crossings.

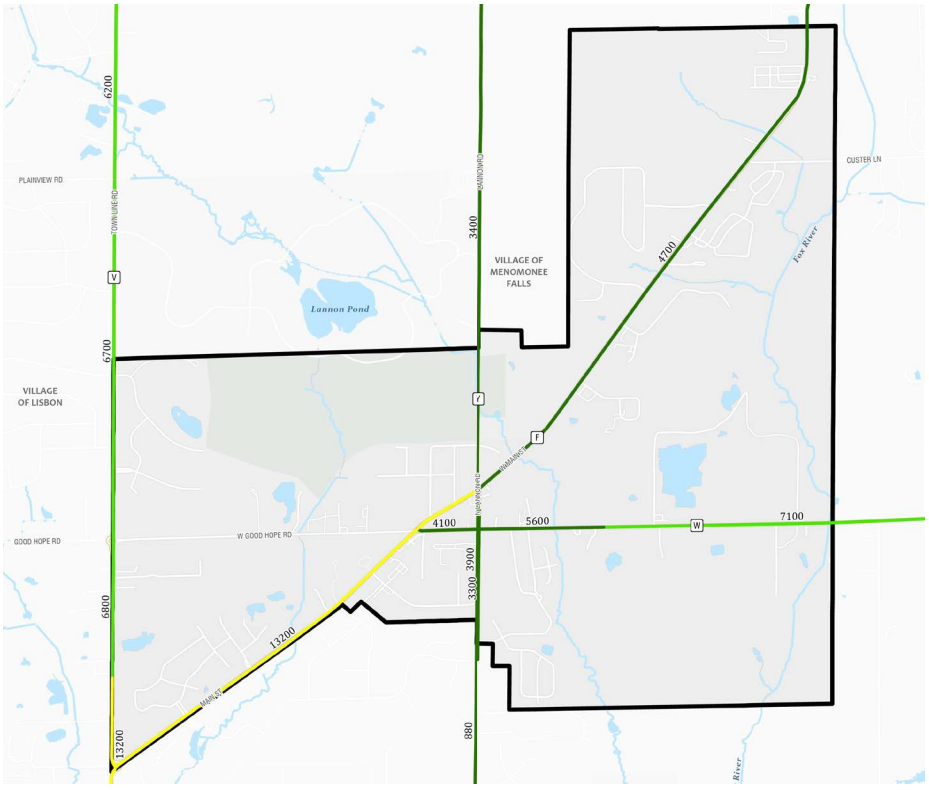
Children/School Zone

Indicates upcoming school zone and children crossing sites. Found at Main St and near Lannon Elementary and St. John's Schools.



Map 3.5 Trip Generators Map

River/Stream
Intermittent or Other Stream
Lake/Pond
Community Destinations
Government Building
Post Office
School
Place of Worship
Law Enforcement
Fire Station / EMS Station
Retail/Restaurant
Employment Center
Park or Natural Area
Recreation Area
Medical Center
Cemetery
Village Parks
County Parks



Map 3.6 Road System and Traffic Volume Map

Village of Lannon
Surrounding Municipality
Water Bodies
River/Stream
Intermittent or Other Stream
Lake/Pond
Roadway AADT
0 - 6,000
6,001 - 12,000
12,001 - 18,000
18,001 - 30,000
30,001 +

OTHER EXISTING CONDITIONS

TRIP GENERATORS

Major trip generators in Lannon are the community amenities that residents travel to most frequently. These destinations include Lannon Village Hall, Lannon Elementary School, St. John's Lutheran Church and School, Lannon Village Park and Joeck's Park, Menomonee Park, downtown businesses, and employment centers along Main St or the stone quarries.

These destination areas are important to the overall transportation network due to the number of trips they generate and will be prioritized for providing connectivity by bike and pedestrian modes of travel.

ROAD SYSTEM & TRAFFIC VOLUME

Roads within Lannon have been reviewed for volume of traffic and road classification. Lannon is bisected by three county highways: CTH F running on Main St, CTH Y running on Lannon Rd, and CTH W running on Good Hope Rd. CTH V runs along Townline Rd, the western border of the village. These arterials provide the backbone of travel through the village. Other local roads include the residential subdivision areas located off the county highway network and Custer Ln which runs east and west through the Village's eastern border with Menomonee Falls.

By far, the highest volume of traffic is on the western portion of Main St and Townline Rd with an Average Annual Daily Traffic (AADT) count of 13,000 vehicles. The eastern portion of Good Hope Rd experiences AADT of 7,000 vehicles. Downtown, the AADT ranges from 3,300-5,600 vehicles.

MSA TRAFFIC COUNTS

Traffic counts were completed by MSA in August and September 2025. Counts were collected during two distinct periods, summer and school season, and at key intersections and Bugline Trail crossings. The data provides insight into peak travel times, vehicle and truck volumes, and trail usage patterns. Full Traffic Count Data can be found in Appendix F.

SUMMER WEEKDAY TRAFFIC

Peak traffic periods during the summer weekday counts were observed from 7:15 AM to 8:15 AM in the morning. Afternoon peak periods varied by intersection, generally occurring between 4:00 PM and 5:30 PM.

Table 3.1 Summer Weekday Traffic Count

Intersection	AM Peak Hour	Total Vehicles	% Trucks	PM Peak Hour	Total Vehicles	% Trucks
Main St & Good Hope Rd	7:15-8:15	1,146	7.5	4:15-5:15	1,478	4.0
Main St & Lannon Rd	7:15-8:15	1,232	6.6	4:00-5:00	1,585	4.1
Good Hope Rd & Lannon Rd	7:15-8:15	864	10.5	4:30-5:30	1,092	3.7

Source: MSA Traffic Counts

Key Observations:

- PM peak volumes were highest overall, with Main St & Lannon Rd reaching 1,585 vehicles.
- Truck percentages were greater during AM peaks, particularly at Good Hope Rd & Lannon Rd (10.5%).

SCHOOL DAY TRAFFIC

School day traffic peak periods were observed between 8:00 AM and 9:00 AM in the morning and between 3:15 PM and 5:00 PM in the afternoon, varying by intersection.

Table 3.2 School Day Traffic Count

Intersection	AM Peak Hour	Total Vehicles	% Trucks	PM Peak Hour	Total Vehicles	% Trucks
Main St & Lannon Rd	8:00-9:00	1,052	11.6	4:00-5:00	1,613	6.3
Good Hope Rd & Lannon Rd	8:00-9:00	810	13.0	4:00-5:00	1,225	5.9
Main St & Forest View Dr	8:00-9:00	843	11.2	3:15-4:15	1,124	5.9

Source: MSA Traffic Counts

Key Observations:

- PM peaks exceeded AM peaks at all intersections.
- Truck percentages during school periods were higher than summer weekday peaks, especially AM (up to 13%).

BUGLINE TRAIL CROSSINGS

The total pedestrians and bicyclists were counted at trail crossings over a 16-hour period.

Table 3.3 Bugline Trail Weekend Traffic Count

Crossing	Pedestrians	Bicyclists	Total
Main St & Lannon Rd	47	1,052	310
Good Hope Rd & Lannon Rd	83	810	388
Main St & Forest View Dr	69	843	351

Source: MSA Traffic Counts

Key Observations:

- Townline Rd crossing had the highest total users (388).
- Bicyclists outnumber pedestrians by roughly 4:1.

SUMMARY OF FINDINGS

Traffic analysis indicated that the highest vehicle volumes occurred at the intersection of CTH F and CTH Y during the school PM peak, with 1,613 vehicles recorded. The highest proportion of truck traffic was observed at CTH W and CTH Y during the school AM peak, where trucks comprised 13% of total vehicles.

Overall, PM peak periods consistently experience higher total traffic volumes, while AM peak periods have a greater share of truck traffic. Trail usage data further indicate strong recreational demand, with bicyclists the predominant user group.

Truck Traffic

On many county highways and rural arterials, truck traffic can typically range between **3% and 10%** of total traffic volume.

CRASH ANALYSIS

Reviewing crash history in Lannon provides another layer of analysis indicating areas of conflict for cars, bicyclists, and pedestrians. In review of WisDOT crash data from January 1st, 2015 to January 1st, 2025, 268 crashes occurred with village boundaries. There are larger clusters of crashes at the intersections of Main St and Lannon Rd, Good Hope and Lannon Rd, and Good Hope Rd and Main St as well as each roundabout on Townline Rd. These generally align with what residents have identified as dangerous intersections during public engagement opportunities. 37% of crashes occurred within the village downtown area. There were few bike and pedestrian crashes within the Village. Bugline Trail crossings had fewer crashes but are noted as dangerous crossings according to the public engagement results. All crashes are shown in the **Crash Data Map**.

Map 3.7 Crash Data Map

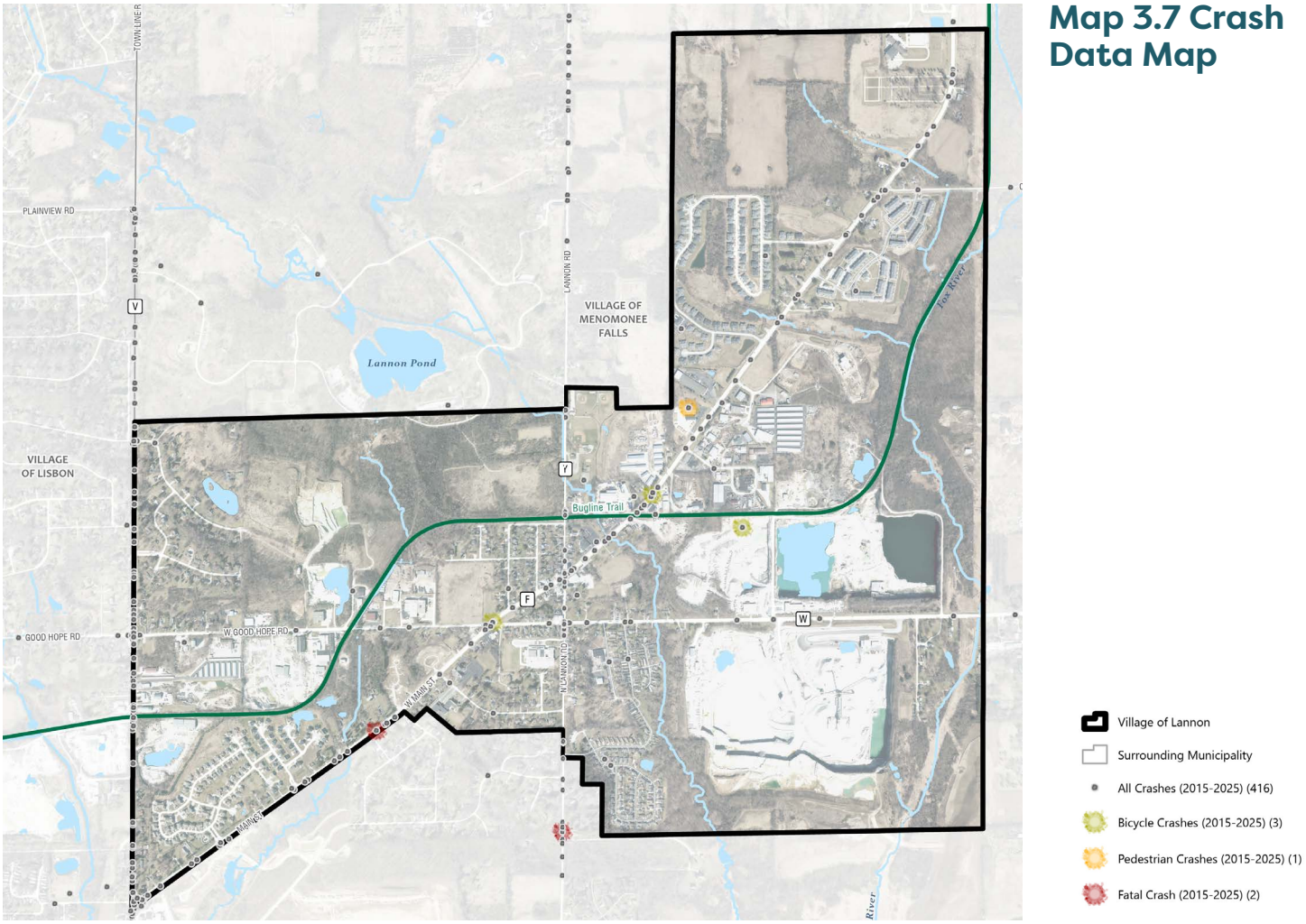


Table 3.4 Most Dangerous Intersections

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

Source: Wisconsin Department of Transportation

HIGH INJURY NETWORK (HIN) ANALYSIS

A secondary analysis was undertaken to develop a **High Injury Network (HIN) Map** that identifies areas of the village that have the greatest concentration of serious injury or fatal crashes. This analysis used a more refined set of crash data history from 1/1/2021-12/31/2025. Over that time period, 126 crashes occurred within the village limits with 4 severe injuries, 10 minor injuries, 3 bicycle crashes, and 2 pedestrian crashes occurring.

A Sliding Windows Analysis was used to develop the HIN. In this method, severe and fatal crash concentrations are identified across 1/2 mile increments of road corridors. Corridors within the HIN are outlined in Map 3.8 and Table 3.5. Darker blue lines indicate a higher risk or HIN score. More detailed information on the HIN analysis and methodology can be found in Appendix H. Countermeasures or potential solutions for each corridor or intersection are outlined in Chapter 4: Recommendations and within Appendix B.

Map 3.8 Sliding Window (HIN) Map

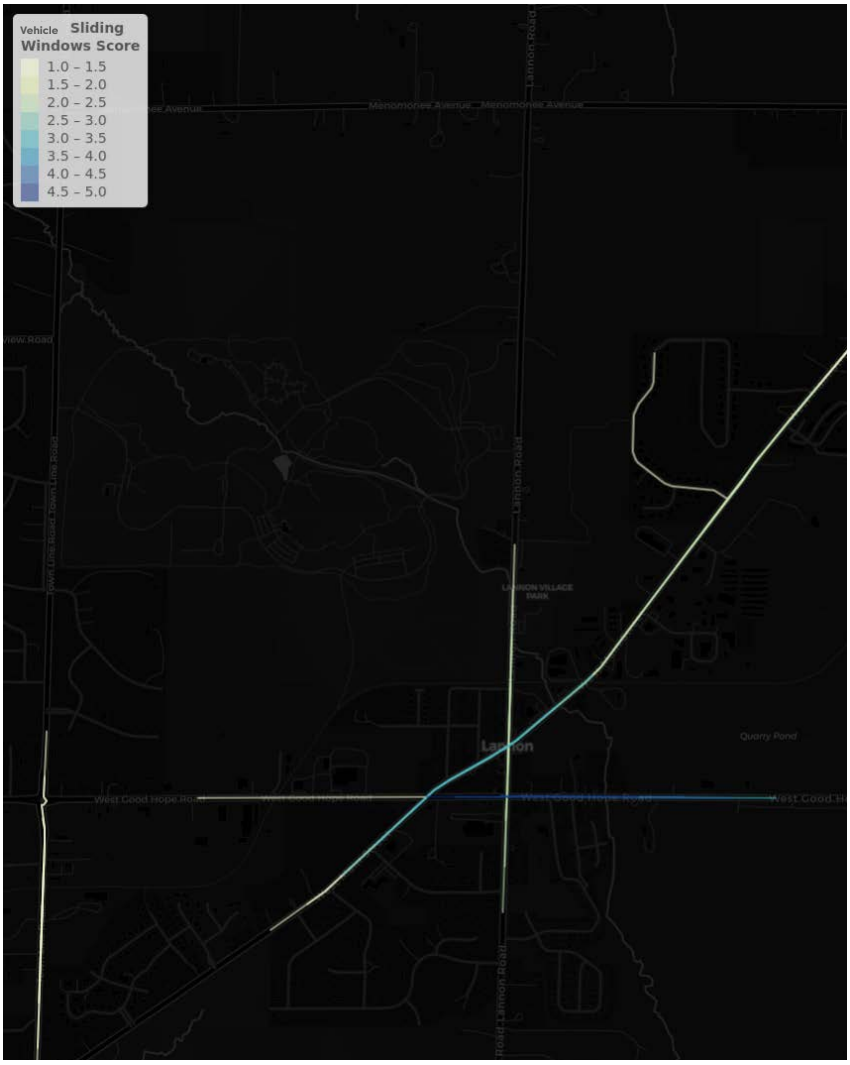


Table 3.5 Corridors by HIN Score

Corridor	HIN Score
Good Hope Road (CTH W)	5
Main St (CTH F)	3
Lannon Rd (CTH Y)	2
Townline Rd (CTH V)	1
Overstone Dr	1

RECENT DEVELOPMENT TRENDS

From 2015 to 2025, the village population doubled from 1,109 to 2,212 residents. This is largely due to the increase in residential developments that were built during this time. As part of the village's growth strategy, the 2018 Comprehensive Plan amendment and Development Analysis report addressed recommendations for growing the housing supply and aligned land use categories with residential growth. Since 2018, 514 residential units have been built, with more to be completed in the years ahead.

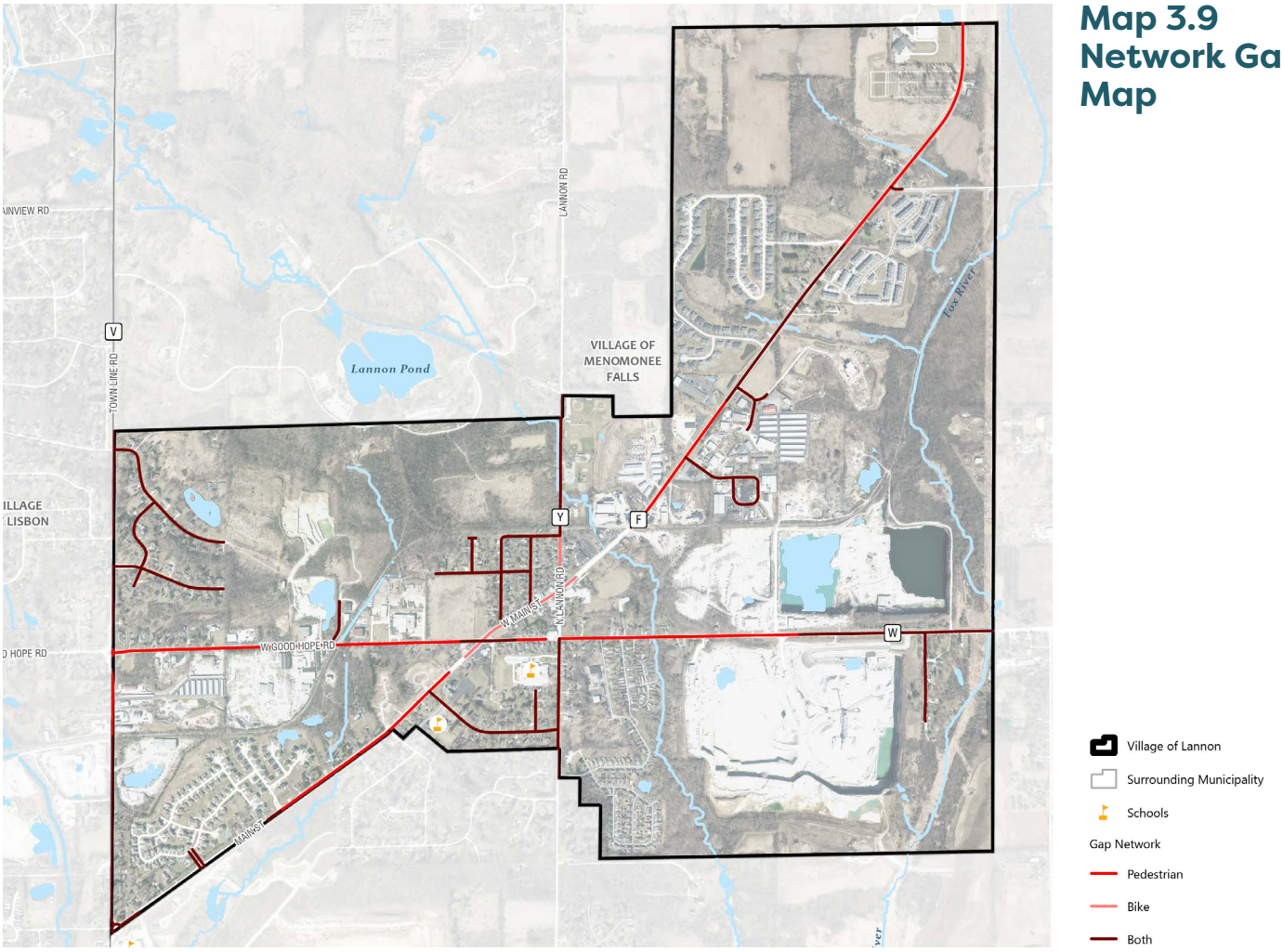
- Whispering Ridge Condos – 76 units, completed 2009
- Whispering Ridge Estates – 78 units, completed 2018
- Overstone Condos – 172 units, completed in 2024
- Rock Pointe Village Apartments – 264 units, completed in 2024
- Stonewood Trail Condos – 32 units, under construction
- Bella Vista Condos (Menomonee Falls) – 28 units, completed in 2025
- Bella Visits Estates (Menomonee Falls) – 103 units, under construction

Whispering Ridge Estates

Overstone Condos

Rock Pointe Village Apartments

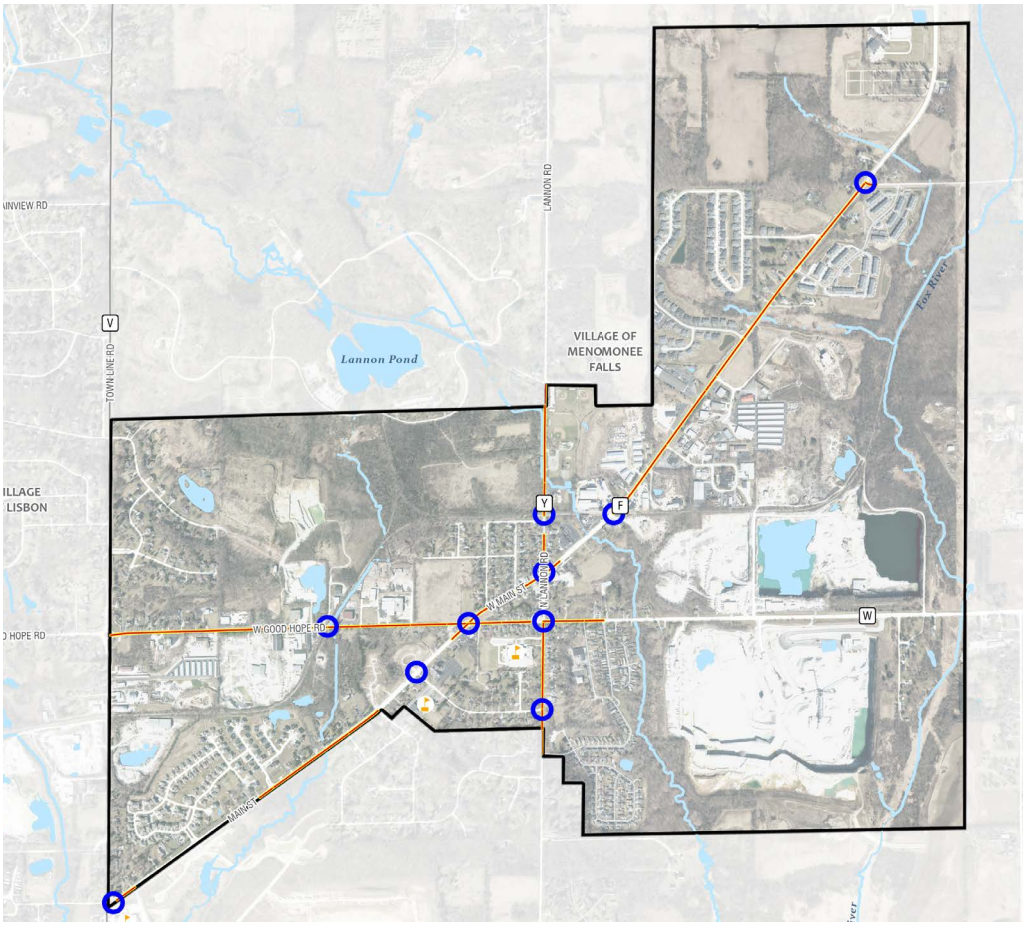
Bella Vista Condos



Map 3.9 Network Gap Map

NETWORK GAP ANALYSIS

Factoring in all the existing conditions and the review of existing bike and pedestrian infrastructure, a network analysis was performed to identify where gaps are present within the village-wide bike and pedestrian network. **The Network Gap Map** is inclusive of all village-owned roadways within the village's jurisdiction, and identifies where bicycle only accommodations are missing, pedestrian only accommodations are missing, or both bicycle and pedestrian accommodations are missing.



Map 3.10 Network Gap (High Priority) Map

High Priority Gaps:

- Main St shared use path gaps
- Main St from Good Hope Rd to Lannon Rd
- Lannon Rd from Village Park to Diamond Dr
- Good Hope Rd from Main St to Emerald Dr
- Main St from Bugline Trail Crossing to Custer Ln
- Good Hope Rd from Townline Rd to Main St

HIGH PRIORITY NETWORK GAPS

T**he Network Gap (High Priority) Map** takes this analysis step further by identifying which gaps in the network should be prioritized in future projects within the lifetime of this plan. Criteria for considering a gap as high priority included a critical gap in the bike and pedestrian network on a main arterial roadway that is located within ¼ to ½ mile of a school or near a large residential area such as the eastern portion of the village off of Main Street. The high priority map also identifies priority intersections for improvement due to high crash count, inclusion in the HIN analysis, or highlighted in the public engagement process.

Table 3.6 High Priority Safety Issues and Selection Criteria

Corridor	Safety Issues	Selection Criteria
Good Hope Road (CTH W)	Speeding, Unsafe Crossings, Lack of Bike and Pedestrian Facilities or Signage, Poor Visibility	Network Gap, School Proximity, HIN, High Crash Count
Main St (CTH F)		
Lannon Rd (CTH Y)		
Townline Rd (CTH V)		

CHAPTER 4: RECOMMENDATIONS

This chapter outlines recommendations for accomplishing the Village's vision of developing safe, well-maintained bike and pedestrian facilities that support residents, businesses, and long-term growth. These recommendations are organized into the following categories: Infrastructure, Programs, Policies, and Maintenance. Each recommendation considers alignment with the Six E's of Bike and Pedestrian Planning.

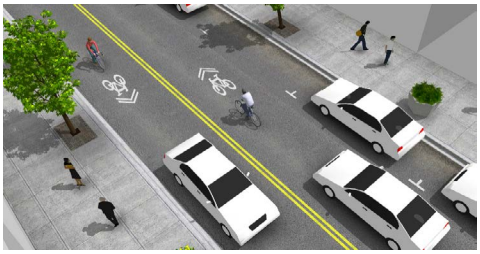
INFRASTRUCTURE RECOMMENDATIONS

Engineering and infrastructure improvements will help develop a safer and more connected bike and pedestrian system in Lannon by encouraging residents to walk and bike more within the community. The types of bike and pedestrian infrastructure that support a strong, safe system are detailed below. Additional information on facility types and guidelines can be found in the Infrastructure Toolkit in Appendix B.

BIKE FACILITIES

***Protected bike lanes** are physically separated from motor vehicle traffic with a vertical feature. The separation may include, but is not limited to, flexible posts, inflexible barriers like concrete, or on-street parking.*

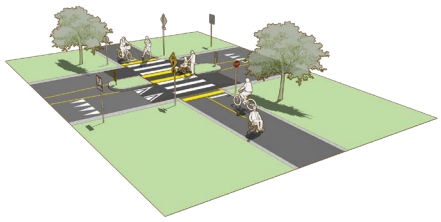
***Conventional bike lanes** are established on roadways with a separate striped lane exclusively for bicyclists. This is usually indicated with pavement markings or signage.*



***Sharrows or shared lane markings** are designated streets that indicate where bicyclists and vehicles share the roadway. Pavement markings are present on these streets.*

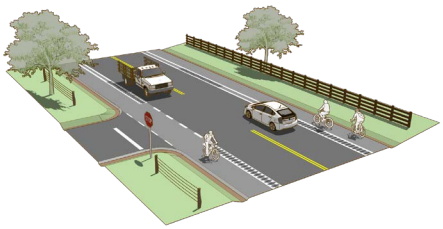
◀ ***Bike routes** are a type of treatment typically used on low-traffic, local streets. Streets are designated as bike routes with signage, indicating that bicyclists will share the road with vehicles.*

SHARED FACILITIES



***Shared use paths** are off-street paths created for exclusive use by both bicyclists and pedestrians. These paths are typically at least 8 feet (minimum 10-feet for bi-directional) in width and split down the middle with pavement markings to allow bi-directional travel.*

***Permitted sidewalk use** allows bicyclists to use the sidewalk. Although prohibited by Wisconsin State Statute, local jurisdictions may pass ordinances that allow for bicycle use of sidewalk as a safety measure.*



***Paved shoulders** are most often reserved for roads outside of urban areas with moderate volume and higher speed. Wide, paved, and striped shoulders of at minimum 4 ft, preferred 5 feet, can be shared by bicyclists and pedestrians.*

PEDESTRIAN FACILITIES

***Sidewalks** are essential to a community and provide corridors for people to safely walk from place to place. Sidewalks should be at least 5 feet in width and have ADA compliant curb ramps at all crossings.*

NETWORK RECOMMENDATIONS

Bike and Pedestrian network recommendations are detailed in the **Network Recommendations Map**. Specific Corridor and Intersection improvements within the overall network are identified within this section. These improvements should be considered as potential solutions; these options are identified to support the village's safety and connectivity goals and will be implemented as appropriate.

Timelines are given for each High Priority project; all located within School Safety Zones unless otherwise indicated. Typically, projects can take 3-5 years to be constructed once funding is identified.

High Priority projects were selected based on criteria outlined in Chapter 3, including proximity to a school, inclusion in the High Injury Network, high crash count location, or part of a gap in the existing bike and pedestrian network.

Timelines for Network Recommendations are considered as:

- **Planned:** Project has been initiated and in the process of being completed
- **Short-Term:** 1-5 years
- **Medium-Term:** 5-10 years
- **Long-Term:** 10+ years

The Infrastructure Toolkit located in Appendix B should be consulted for additional guidelines, imagery, and information regarding the Infrastructure Recommendations and Safety Strategies of this section.

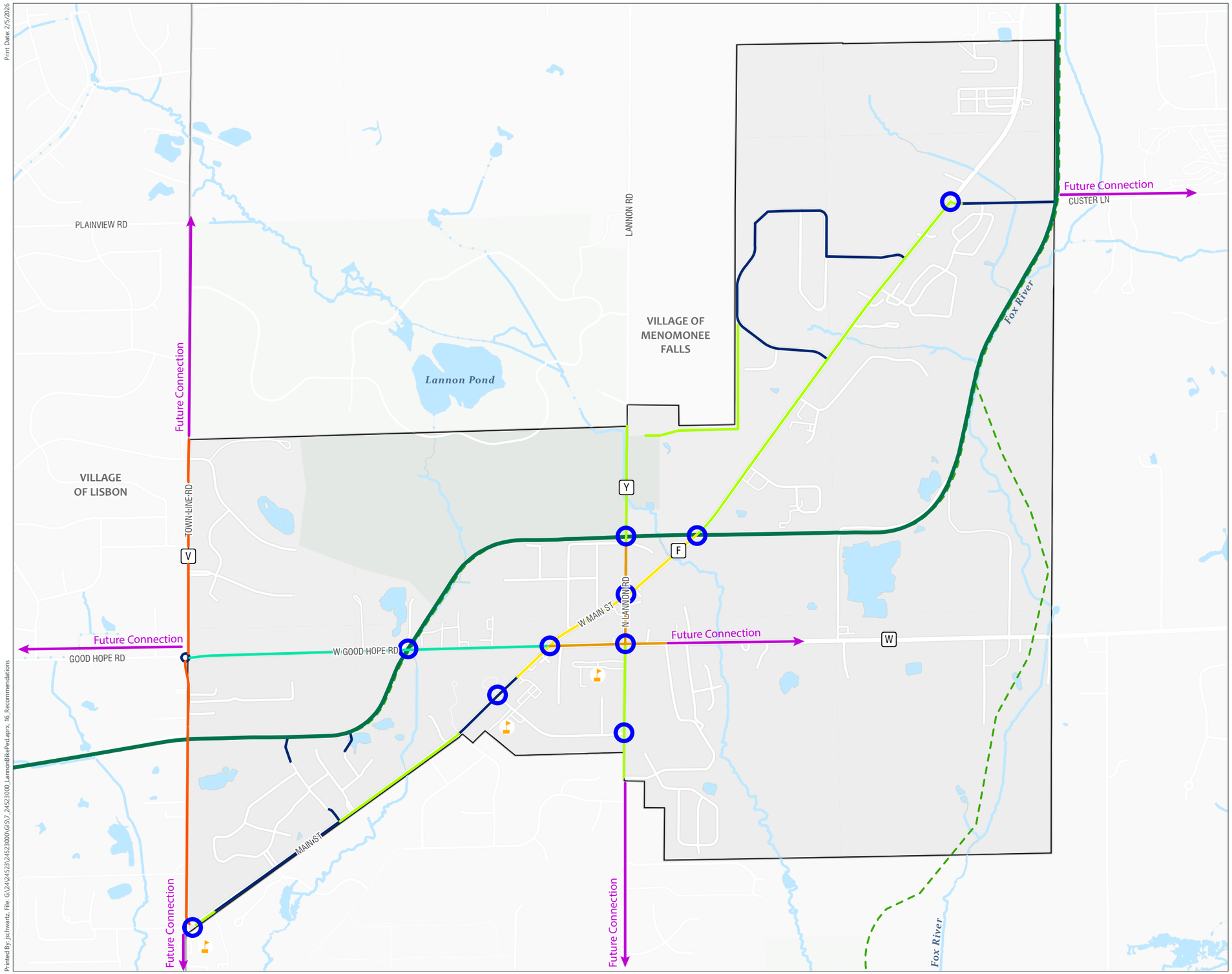
RECOMMENDATIONS

- Work towards developing the bike and pedestrian network, as identified in this plan, that provides connections to major community destinations and residential areas.
- Upgrade existing bike and pedestrian facilities when feasible or when it overlaps with other construction projects.
- Identify and evaluate as needed, enhancements to existing bicycle and pedestrian infrastructure that provide additional separation and protection from vehicle traffic.
- Support the extension of the Village's bike and pedestrian network to surrounding communities and schools.
- Continuously assess and identify new safety gaps within the village bike and pedestrian network and prioritize them using the HIN.
- Maintain an inventory of all bike and pedestrian infrastructure in an online, public-facing GIS portal.
- Incorporate prioritized bike and pedestrian projects within a Capital Improvement Plan (CIP).

Network Recommendations

Bike and Pedestrian Plan

Village of Lannon,
Waukesha County, Wisconsin



- 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

Data Sources:
Waukesha County GIS (Streaming, 2025)
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

MSA

0 500 1,000 Feet

N

Print Date: 2/5/2026
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SAFE ROUTES TO SCHOOL (SRTS) NETWORK RECOMMENDATIONS

Recommendations pertaining to the School Safety Zones outlined in the SRTS Plan (Appendix A), are included below. As described in the SRTS Plan, these areas should be **prioritized** for improvements to meet village safety and connectivity goals within the bike and pedestrian network. More detailed information can be found within the SRTS Plan.

CORRIDORS

Lannon Rd – Joeck's Park to Village Park Connection

Potential Solutions

- Off-street, 10-ft shared use path
- Trail installation may require moving of the Joeck's Park monument

Priority: Planned

Lannon Rd – Joeck's Park to Main St

Potential Solutions

- Off-street, 10-ft shared use path from Joeck's Park on west side of Lannon Rd, crossing Bugline Trail and connecting with existing sidewalk starting after Hemlock Ln
- Place a bollard on path entrance to Joeck's Park to prevent vehicles from driving on it
- Replace existing sidewalk after Hemlock Ln with 5-ft sidewalk until Main St and install ADA compliant curb ramps
- Rapid Rectangular Flashing Beacon (RRFB) located at Joeck's Park crossing to west side of Lannon Rd

Priority: Planned

Lannon Rd – Main St to Diamond Dr

Potential Solutions

- 5-ft sidewalk on the west side of Lannon Rd from Main St to Lannon Elementary
- 10-ft shared use path on the west side of Lannon Rd from Lannon Elementary to Forest View Dr
- RRFB crossing of Lannon Rd located at Forest View Dr with Yield lines to indicate location of vehicle yielding to pedestrians
- 10-ft shared use path continues to Diamond Dr on east side of Lannon Rd

Priority: Short-Term

Main St – School Safety Zone Boundary (South) to Fillmore Dr

Potential Solutions

- Continue off-street, 10-ft shared use path on west side of Main St from current terminus of RRFB (at Bedrock Ct) to Fillmore Dr

Priority: Medium-Term

Forest View Dr – Main St to St John's Church and School

Potential Solutions

- Sidewalk connecting from shared use path along Main St to St. John's Church and School entrances
- RRFB at crossing of Main St to Forest View Dr with Yield lines to indicate location of vehicle yielding to pedestrians
- Enhance crossing and signage from Church to School parking lots

Priority: Short-Term

Main St – Good Hope Rd to Bugline Trail Crossing

Potential Solutions

- Mark and sign conventional bike lanes on each side of Main St
- Consolidate parking to one side of the street and implement a bi-directional separated cycle track
- Install **School Safety Zone signage**

Priority: Medium-Term

Main St – Bugline Trail Crossing to School Safety Boundary (North)

Potential Solutions

- Off-street, 10-ft shared use path along Main St connecting with Overstone Condos and Rock Pointe Apartments to extend to Custer Ln

Priority: Long-Term

Good Hope Rd – School Safety Zone Boundary (West) to Main St

Potential Solutions

- Mark and sign conventional bike lanes on each side of Good Hope Rd
- 5-ft sidewalk with ADA compliant curb ramps
- Off-street, 10-ft shared use path

Priority: Planned improvements to Good Hope Road (bicycle accommodations TBD)

Good Hope Rd – Main St to Emerald Dr

Potential Solutions

- 5-ft sidewalk on south side of Good Hope Rd with ADA compliant curb ramps
- Mark and sign conventional bike lanes on each side of street
- Consolidate road shoulder and implement a bi-directional separated cycle track
- Install **School Safety Zone signage**

Priority: Short-Term

INTERSECTIONS

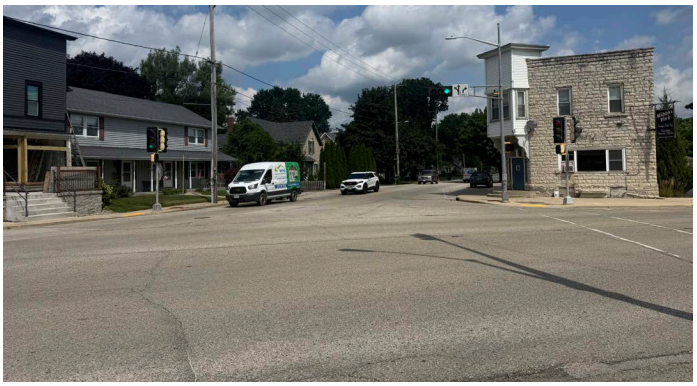
Lannon Rd and Bugline Trail Crossing

Potential Solutions

- Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians
- Street lighting near trail crossing
- Remove vegetation that obstructs view of bicyclists and trail users

Priority: Short-Term

Lannon Rd and Main St



Potential Solutions

- High visibility painted crosswalks
- Add raised median and refuge island if space allows
- Install **School Safety Zone signage**

Priority: Medium-Term

Lannon Rd and Good Hope Rd

Potential Solutions

- High visibility painted crosswalks
- Install **School Safety Zone signage with flashing lights**

Priority: Short-Term

Lannon Rd and Forest View Dr

Potential Solutions

- Push button activated RRFB crossing of Lannon Rd with Yield lines to indicate location of vehicle yielding to pedestrians
- High visibility painted crosswalks on Forest View Dr and Lannon Rd
- Install **School Safety Zone signage**

Priority: Short-Term

Main St and Forest View Dr

Potential Solutions

- Push button activated RRFB crossing of Main St with Yield lines to indicate location of vehicle yielding to pedestrians
- High visibility painted crosswalks on Main St
- Install **School Safety Zone signage**

Priority: Short-Term

Main St and Good Hope Rd

Potential Solutions

- High visibility painted crosswalks
- Reduce lane width on Main St to accommodate bicycles
- Add medians or raised islands, to provide pedestrian refuge and help to slow traffic through the intersection

Priority: Medium-Term

Good Hope Rd and Bugline Trail Crossing

Potential Solutions

- Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians
- Street lighting near trail crossing
- Remove vegetation that obstructs view of bicyclists and trail users

Priority: Short-Term

Main St and Bugline Trail Crossing

Potential Solutions

- Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians
- Street lighting near trail crossing
- High visibility painted crosswalks

Priority: Medium-Term

ADDITIONAL NETWORK RECOMMENDATIONS

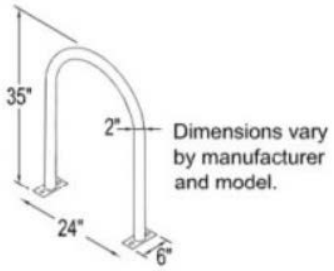
Corridors	Potential Solutions
Overstone Condos path connection to Joeck's Park	• Off-street, 10-ft shared use path along Lannon village boundary or through future development to connect condominium subdivision to the park
Main St - Bugline Trail Crossing to Custer Ln	• Off-street, 10-ft shared use path • Crossing Main St at Custer Ln to connect with Custer Ln path to Bugline Trail
Good Hope Rd - west of Main St to Townline Rd	• Mark and sign conventional bike lanes on each side of Good Hope Rd • 5-ft sidewalk with ADA compliant curb ramps • Off-street, 10-ft shared use path *Planned improvements to Good Hope Road (bicycle accommodations TBD)*
Main St - southwest of Good Hope Rd to Townline Rd	• Complete off-street, 10-ft shared use path gap
Townline Rd	• Off-street, 10-ft shared use path south of Main St • Conventional bike lanes or wide paved shoulders north of Main St • Future extension of sidewalk or shared use path to each of the Main St and Good Hope Rd roundabouts

Intersections	Potential Solutions
Main St and Custer Ln (High Priority) o Medium-Term	• Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians • Consider reduced speed limit (currently 45 MPH)
Main St and Townline Rd (High Priority) o Medium-Term	• Pavement markings for bicyclists and pedestrian signage at roundabout entrances (see design of Good Hope Rd and Townline Rd roundabout) • Pedestrian signage at driveways
Townline Rd and Bugline Trail Crossing	• Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians • Street lighting near trail crossing • Remove vegetation that obstructs view of bicyclists and trail users
Good Hope Rd and Townline Rd	• Install Yield to pedestrian signage • Repaint high visibility crosswalk
Custer Ln and Bugline Trail Crossing	• Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians • Street lighting near trail crossing • Remove vegetation that obstructs view of bicyclists and trail users

BIKE PARKING

Adequate bike parking near community destinations goes a long way in encouraging community members to use their bicycles. Recommended bike parking locations are preferably off-street, covered, and safe areas within one street block of a bicyclists' destination. Community destinations to implement bike parking could include Lannon schools and churches, Village Hall, Bugline Trail crossings, the Lannon Centre shopping area, and Joeck's and Village Park.

Preferred U-Rack Designs



Acceptable Designs

RECOMMENDATIONS

- Consider creating village-wide bicycle parking standards, ensuring consistent, secure, and well-located facilities.
- Conduct a bike-parking audit of public buildings, parks, schools, and the downtown area to identify gaps and work with property owners to add needed racks.
- Establish a small fund or maintain an inventory of bicycle racks that can be installed quickly when requests or needs arise.
- Prioritize simple, durable rack types (inverted-U racks) that are affordable, long-lasting, and easy to maintain.
- Coordinate with local businesses to encourage voluntary installation of bike racks, potentially offering low-cost racks or small incentives.
- Install seasonal or event-based bike parking for festivals or downtown events where temporary demand increases.
- Promote bike parking through signage and wayfinding so residents and visitors can easily locate available facilities.
- Integrate bike parking into streetscape improvements as opportunities arise, such as sidewalk replacement or park upgrades.

AMENITY AREAS

Amenity areas play a crucial role in creating a comfortable and supportive environment for people biking and walking. Features such as benches, water fountains, shade structures, street trees, and bike repair stations provide opportunities for rest, comfort, and basic maintenance along a route. These amenities enhance the overall user experience by making bicycling more enjoyable and accommodating, especially for students, families, and community members who may spend extended time outdoors while traveling to and from key destinations.

Amenities should be located at Bugline Trail crossings and near to major community destinations like schools, parks, and Village Hall.

RECOMMENDATIONS

- Use durable, low maintenance materials for benches, trash bins, and signage to reduce long term costs.
- Cluster seating near social destinations like restaurants, trailheads, and event spaces.
- Include bicycle racks, trash/recycling bins, and benches at all trailheads.
- Add shade trees, planters, and native landscaping around amenity areas to improve comfort and aesthetics.
- Incorporate small scale public art (murals, sculptures, local craftsmanship) into community spaces, trailheads, and parks with community-created elements from student groups or other organizations.
- Encourage “adopt an area” programs where local volunteers or civic groups care for small plazas, planters, or trailheads.

Example of a Downtown Amenity Area

Example of a bike repair station located at a trailhead

SIGNAGE AND SIGNALING

Clear, well placed signage and signaling is essential for helping bicyclists navigate safely and confidently. Safety signage and signaling communicates important rules, alerts, and roadway expectations, while wayfinding signage guides users to schools, parks, community facilities, and other destinations. Together, these create a more intuitive and predictable network, increasing clarity for both bicyclists and drivers and improving safety and accessibility throughout the community.

RRFB located at Main St shared use path crossing

RECOMMENDATIONS

- Assess roadway signage to ensure messages are clear, necessary, and not contributing to right-of-way clutter.
- Improve signage visibility, including lighting, especially near pedestrian-oriented land uses and during detours.
- Install additional high-visibility devices, such as flashing beacons or message boards, at dangerous intersections where warranted.
- Implement Leading Pedestrian Intervals (LPIs) at major intersections to improve pedestrian safety.
- Upgrade crosswalks to bar-style markings and repaint when maintenance or reconstruction opportunities occur.
- Add refuge islands or in-road pedestrian crossing signage to strengthen crosswalk safety where feasible.
- Install low-profile, pedestrian scale wayfinding signs pointing to key destinations with consistent colors, icons, and branding that reflect the town's character.
- Encourage coordinated small directional signs for local businesses and services, especially near trail crossings, to encourage bike tourist activity.

Example of Wayfinding Signage located at trail crossing

Example of preferred, high visibility, bar-style crosswalk

ACCESSIBILITY AND SAFETY

Increasingly, communities are looking towards additional safety measures aside from traditional interventions like improved signage and enforcement. These can include redesigning roads to provide additional separation between cars, cyclists, and pedestrians, narrowing roads or installing curb bump outs to reduce speeds, and increasing accessibility through ADA compliant infrastructure.

RECOMMENDATIONS

- Develop a connected off-street bicycle network by using existing utility corridors, rail rights-of-way, and surplus roadway space to create safe and comfortable shared use paths.
- Ensure all curb ramps meet current accessibility standards, including proper slopes and detectable warning surfaces, and install or upgrade them during roadway, redevelopment, or utility projects.
- Shorten pedestrian crossing distances by narrowing vehicle lanes, adding curb extensions, and installing median refuge islands, especially where many children, seniors, and people with disabilities travel.
- Provide consistent, pedestrian-scale lighting along sidewalks, crosswalks, pathways, and bicycle routes to enhance visibility and nighttime comfort.
- Encourage downtown property owners to install supplemental pedestrian lighting on buildings and within adjacent public spaces to improve sidewalk safety.
- Improve bicycle and pedestrian safety at intersections by incorporating features such as high-visibility crosswalks, raised crossings, traffic-calming measures, and protected bike approaches where feasible.
- Pilot temporary treatments, such as curb extensions, bollards, or lane reallocations, to evaluate traffic-calming concepts before committing to permanent construction.
- Identify local streets where speeds are too high and consider redesign elements like lane narrowing, updated parking management, or traffic-calming measures to naturally encourage slower travel.

Example of Median Refuge Island

Example of Pilot Traffic Calming treatment in front of school

PROGRAM RECOMMENDATIONS

Program recommendations focus on initiatives that encourage walking and biking through education, outreach, and community partnerships. These programs help build a culture of active transportation by supporting users with resources, events, and skills that make walking and bicycling safer and more appealing.

RECOMMENDATIONS

- Encourage Lannon residents to attend a wide range of regular regional, County, and Village events that promote walking and biking (to include Open Street Events Bike/ Walk Weeks, Bike to Work initiatives, etc.)
- Ensure that there are bicycle education opportunities for both frequent and occasional riders (especially for women, seniors, children, and families) that promote Lannon's network and destinations and outline the rules of the road.
- Update and distribute Village Bicycle & Pedestrian Network Maps regularly, and explore opportunities to create curated maps for less confident bicyclists (such as "safe and comfortable routes" for new riders or family-friendly rides)
- Pilot progressive ticketing procedures at critical locations for bicycle and pedestrian use and strict enforcement of speed limits in School Safety Zones.
- Form partnerships to perform pedestrian safety and walking audits focusing on different areas of the village each year or as necessary.
    - Use AARP Walk Audit Resources to support these audit activities.
- Identify opportunities for fundraising or community led projects for installing street furniture or other streetscaping amenities within the Village.
- Encourage rider incentive programs and bicycle friendly business programs.
    - Utilize the Bicycle Friendly Businesses program through the League of American Bicyclists.
- Apply for status as a Bicycle Friendly Community with the American League of Bicyclists.
- Promote bicycle tourism along the Bugline Trail in coordination with Waukesha County and other communities along the trail corridor.
    - Provide flyers, promote businesses, and consider wayfinding signage located within the Village.
    - Seek out bicycle-oriented businesses that will attract cyclists traveling through the village.
    - Promote camping as a destination at Menomonee Park for bicyclists traveling through the village.
- Consider piloting a Bike Sharing program out of Village Hall or encourage a bike shop with bike rentals to locate within Lannon.
- Explore development of community-lead traffic calming program to consider requests for the installation of traffic calming measures, such as speed bumps, traffic circles, and raised intersections.

SAFE ROUTES TO SCHOOL SPECIFIC PROGRAM RECOMMENDATIONS

- Implement bike training, rodeos, and other education events to teach students and adults safe bicycling skills. Partner with bicycle-oriented organizations on planning and implementing these activities.
- Organize Walk/Bike to School Days to encourage active transportation among students and families.
- Establish a "Drop and Walk" program to reduce congestion near schools and promote walking for the final portion of the trip.
- Integrate Safe Routes to School education concepts into the school curriculum to build long-term awareness of walking and biking safety.
- Support and participate in community-wide events focused on promoting walking and biking.
- Recruit volunteer crossing guards at major intersections to support safe student crossings.
- Provide educational materials to community members about Safe Routes to School initiatives.

POLICY RECOMMENDATIONS

Policy recommendations outline the regulatory and administrative actions needed to create a consistent, supportive framework for active transportation. These policies guide long-term decision-making so that walking and biking are prioritized in development, street design, and community planning.

RECOMMENDATIONS

- Adopt a Vision Zero ordinance outlining the Village's commitment to zero roadway fatalities and serious injuries.

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

- Develop a village-wide policy establishing guidelines for when and where a bicyclist may be allowed to ride on a sidewalk, with consideration for pedestrian needs as well as cyclist needs.
    - Approve an ordinance that allows children under 12 years old to use sidewalks while riding their bike.
- Repeal ordinance requiring bicyclists register and carry a bicycle license obtained by the Chief of Police.
- Apply for local, state, and federal grants annually to complete the Network Recommendations identified in this plan. A comprehensive list of funding programs can be found in Chapter 5.

- Explore adoption of an ordinance to regulate electric bicycles (e-bikes) and electric scooters (e-scooters) within Lannon.
  - Allow Class 1, Class 2, and Class 3 e-bikes on village roads, trails, and bike facilities with maximum speed of 20 MPH. Prohibit use of e-bikes on village sidewalks.
  - Regulate e-scooters with same treatment of e-bikes, allowing use on roads, trails, and bike facilities, though not on village sidewalks.
- Continue to require installation of sidewalks and bicycle paths in new multi-family developments per existing village ordinance/policy
- Explore adoption of an ordinance requiring bicycle parking for commercial and institutional uses.
- Establish a list of benchmark indicators to determine success of Plan implementation and programming. Examples can be found in the Implementation Chapter.
- Create and maintain data quantifying bicycle and pedestrian facilities in a GIS database.
- Encourage appropriate economic and commercial development opportunities, taking advantage of bike and pedestrian traffic, along the Lannon's path and trail corridors.
- Consider developing a Comprehensive Outdoor Recreation Plan and incorporating shared use trail projects in order to be eligible for Wisconsin DNR Stewardship Grant funding.
- Develop and implement standard bicycle facility design guidelines using the Infrastructure Toolkit (Appendix B) and other national and state standards and best practice documents such as the Manual on Uniform Traffic Control Devices (MUTCD), National Association of City Transportation Officials (NACTO) guidelines, and the Wisconsin Bicycle Facility Design Handbook.
- Actively promote development patterns that are walkable and bikeable.
- Support businesses located within the community that enable residents to walk and bike to them. Recruit new businesses that provide additional amenities within the Village such as grocery store, medical facilities, restaurants, and local shops.
- Update the Village Comprehensive Plan to identify bicycle and pedestrian projects noted within this plan
- Develop an updated Future Land Use plan that reflects greater walkability and bike-ability into land use categories and policies.

SAFE ROUTES TO SCHOOL SPECIFIC POLICY RECOMMENDATIONS

- Explore opportunities to partner with local schools to implement recommendations and continue outreach for Safe Routes to School plans.
- Outline Safe Routes to School as a key initiative within a Village Vision Zero ordinance.
- Pass resolutions of support for Safe Routes to School projects in Lannon. Examples found through the Safe Routes Partnership.

- Advocate to school boards to take up Safe Routes to School issues and initiatives.
- Advocate to school boards to take up Safe Routes to School issues and initiatives.
  - A first step, advocate for the establishment of a Safe Routes to School District Task Force.
- Seek collaboration with neighboring jurisdictions, school districts, Waukesha County, SEWRPC, and WisDOT in Safe Routes to School planning.
- Allow access to neighboring streets before and after school by unlocking school gates on school property.
- Ensure that pedestrian signal clearance intervals are properly timed to allow all users to cross, including those with mobility or visual impairments and any age; use the 8-80 principle when timing clearance intervals.

8-80 Principle

Streets should be designed to be safe and enjoyable regardless of if the person is an 8-year-old or an 80-year-old, implying they must also be great for everyone in between, including people with disabilities, parents with strollers, and distracted drivers.

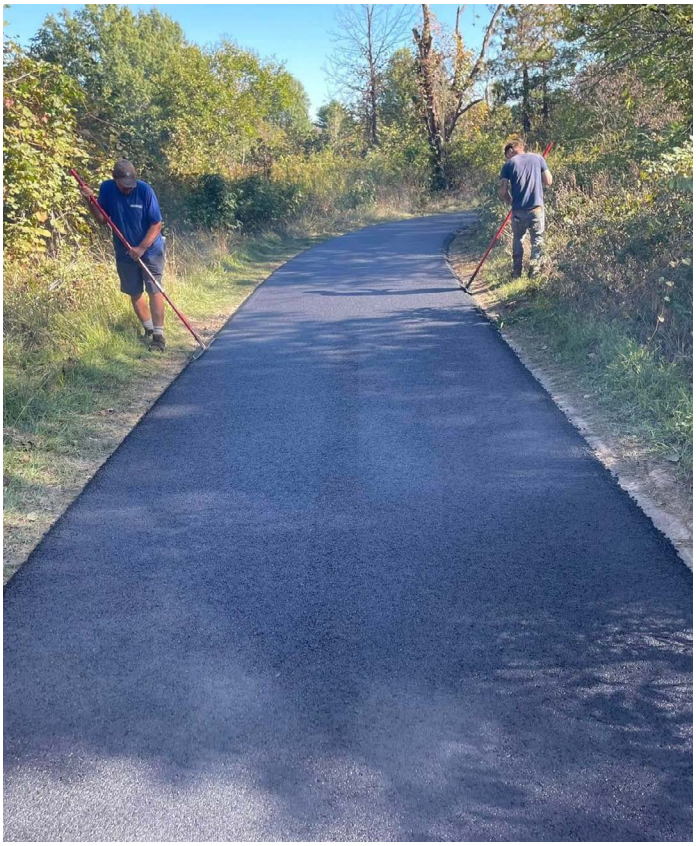
- Designate School Safety Zones on streets within .25 miles of schools and prioritize signage and infrastructure changes in these areas.
- Incorporate bicycle parking near schools and community destinations.
- Allow by ordinance, bicyclists under age 12 to utilize sidewalks at speeds under 5MPH where bicycle facilities are not present.
- Prioritize winter maintenance within School Safety Zones.
- Enforce and raise fines for traffic infractions made within School Safety Zones.
- Evaluate drop off/pick-up procedures to ensure accommodation and access for students walking and biking.
- Incorporate the Safe Routes to School Plan into Student and Parent Handbooks.
- Evaluate bike and pedestrian activity near schools annually through a parent survey or traffic count.
- Establish a list of benchmark indicators to determine success of SRTS implementation and programming. Examples include:
  - Number of students biking or walking to school
  - Number of bicycle education events held
  - Number of feet of sidewalk/bicycle infrastructure in School Safety Zones
  - Number of meetings held to discuss bicycle and pedestrian safety
  - Number of traffic citations in School Safety Zones
  - Speed reduction in School Safety Zones

MAINTENANCE RECOMMENDATIONS

Maintenance recommendations ensure that bike and pedestrian facilities remain safe, comfortable, and usable year round. Routine upkeep through pavement repair, snow removal, vegetation trimming, and signage replacement protects public investment and supports reliable everyday mobility.

RECOMMENDATIONS

- Conduct regular inspections of wayfinding signs, striping, and facilities for bicycles and pedestrians.
- Develop an asset management system to inventory bike, pedestrian, and roadway facilities and signage condition within a GIS database.
- Monitor sidewalks, terraces, paths, and roadway for obstructions, and enforce the removal of obstructions as necessary.
- Maintenance and repair of facilities should be regularly scheduled within a Capital Improvement Plan (CIP).
- Prioritize and evaluate snow clearing operations for pedestrians and bicyclists.
- Develop a Community Improvement reporting program to identify maintenance and safety issues on village streets, sidewalks, and bike facilities. Encourage cyclists and pedestrians to report maintenance needs on pathways and roadways.
- Encourage Waukesha County to improve and maintain the Bugline Trail and other county-maintained bike and pedestrian pavement markings, signage, and infrastructure.
- Refer to Paved Trail Inspection and Maintenance Schedule guides from the Minnesota Local Technical Assistance Program (LTAP).



CHAPTER 5: IMPLEMENTATION

This Implementation Chapter compiles the recommendations identified within the plan as well as potential timelines for action. Funding guidance is also included within this chapter. The intent is to provide Village staff, decision-makers, and partners with a clear and flexible framework for improving bicycle and pedestrian safety, connectivity, and accessibility over time.

THE IMPLEMENTATION CHAPTER CONTAINS THE FOLLOWING SECTIONS:

- Implementation Step by Step Guide
- Network Recommendations
- Program Recommendations
- Policy Recommendations
- Maintenance Recommendations
- Funding and Grant Opportunities
- Hypothetical Capital Improvement Plan (CIP) Revenue Sources
- General Cost Estimate Information

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

IMPLEMENTATION STEP BY STEP GUIDE

STEP 1: INCORPORATION INTO ANNUAL BUDGET PROCESS AND GOAL SETTING

The most important opportunity for this Plan to influence Village growth and improvement is through the annual budgeting and capital planning processes. These existing annual efforts determine what projects will and will not be pursued by the Village, so it is very important to integrate this plan into those processes every year.

The compiled recommendations and funding guidance in this chapter are a resource to support decisions about how and where to invest the Village's limited resources, and identify where external funding sources may be found. The Plan Commission, with support from the Village Engineer and staff, should make formal recommendations ***annually*** for Village Board consideration, identifying those choices and commitments most likely to further the goals and objectives identified in this Plan. The hypothetical CIP revenue sources and general cost estimates located in this chapter may also be used to guide this process.

STEP 2: ASSESS COLLABORATION OPPORTUNITIES

Implementing the Lannon Bike and Pedestrian Plan will require coordinated action among a range of partners. Feedback from potential partners during the planning process can be found in the Public Engagement Chapter.

Waukesha County can support improvements on county roadways and trails through alignment with capital programs, roadway reconstruction projects, safety initiatives, permitting, and state and federal grant support.

Neighboring municipalities offer opportunities to coordinate trail connections, consistent design standards, and wayfinding across boundaries, ensuring that bike and pedestrian networks function as seamless regional systems.

School districts and institutions can help identify safe routes to schools, prioritize crossings, and encourage walking and biking through programming and outreach.

Developers can contribute through subdivision design, site improvements, and required infrastructure.

Regular coordination meetings, shared project lists, early engagement during roadway planning, and transparent goal-setting will help align timelines and funding sources, reduce duplication, and build trust among partners. By framing bike and pedestrian improvements as mutually beneficial investments in safety, mobility, economic vitality, and quality of life, the Village can work with partners to move steadily toward a common vision and successful implementation.

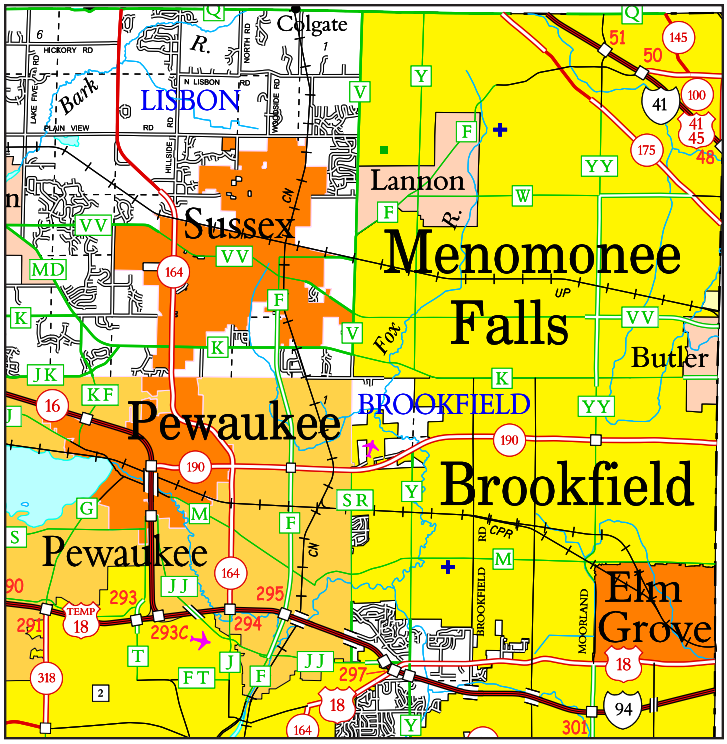


Table 5.1: Collaboration Opportunities

Projects or Connections	Partners
SRTS Initiatives	School Districts, St. John's Lutheran School
Good Hope Rd (east) **Lannon Rd (south)** **Custer Lane (east)**	Village of Menomonee Falls
Good Hope Rd (west)	Village of Lisbon and Sussex
Bugline Trail Improvements	Waukesha County Parks
Overstone Condos to Joeck's Park Trail	Developer, Village of Menomonee Falls

STEP 3: ESTABLISH PERFORMANCE MEASURES AND REPORTING PROTOCOL

Collecting a variety of data and establishing performance metric protocols will help track the implementation of Lannon Moves and the Village's advancement towards it bicycle and pedestrian goals. **It is recommended that the Village Engineer prepare a safety report annually to provide an update on progress towards plan recommendations and goals by reporting bike and pedestrian data points.** This report can be presented during the annual budget process meeting. The following is a list of potential data points for measuring bicycle and pedestrian investments:

- Recommendations actions completed
- Baseline totals for existing bicycle and pedestrian infrastructure (linear feet or miles)
- Construction totals per facility type (linear feet or miles)
- Number of students biking or walking to school
- ADA Curb Ramps installed
- Bike parking installation
- Signage installation
- Commuter data
- Access to jobs and community destinations
- Property values
- Crashes
- Speed reduction
- Vehicle Miles Traveled
- Population access to bicycle and pedestrian facilities
- Community Walk Score
- Miles of HIN Improved

Publicly Available Plan

The Bike and Pedestrian Plan and Safety Reports will be available online at villageoflannon.com/bike-pedestrian-plan/

STEP 4: IMPLEMENT!

The final step is to begin crossing off Recommendations that are included below in the Implementation Tables. These tables are organized by the type of recommendation and prioritized by timeline of implementation for proposed network improvements. Utilize the HIN and SRTS plan for additional prioritization criteria of projects.

Projects located on the HIN and should be prioritized for implementation are denoted with an asterisk *

Implementation Time Frame

Planned: Project has been initiated and in the process of being completed

Short-Term: Anticipated completion 2027-2032

Medium-Term: Anticipated completion 2032-2037

Long-Term: Lowest priority or will require additional resources not yet attained by the Village, anticipated completion will be beyond 2037 or the lifespan of this 2026 Plan

Table 5.2: Network Recommendations

Network Recommendations
Action
Work towards developing the bike and pedestrian network, as identified in this plan, that provides connections to major community destinations and residential areas.
Upgrade existing bike and pedestrian facilities when feasible or when it overlaps with other construction projects.
Identify and evaluate as needed, enhancements to existing bicycle and pedestrian infrastructure that provide additional separation and protection from vehicle traffic.
Support the extension of the Village's bike and pedestrian network to surrounding communities and schools.
Continuously assess and identify new safety gaps within the village bike and pedestrian network and prioritize them using the HIN.
Maintain an inventory of all bike and pedestrian infrastructure in an online, public-facing GIS portal.
Incorporate prioritized bike and pedestrian projects within a Capital Improvement Plan (CIP).

Network Recommendations		
Corridor/Intersection	**Potential Solutions**	**Implementation Time Frame**
Corridors		
Lannon Rd – Joeck's Park to Village Park Connection	Off-street, 10-ft shared use path	Planned *(see Appendix E for proposed layout and cost estimate)*
	Trail installation may require moving of the Joeck's Park monument	
Lannon Rd – Joeck's Park to Main St *	Off-street, 10-ft shared use path from Joeck's Park on west side of Lannon Rd, crossing Bugline Trail and connecting with existing sidewalk starting after Hemlock Ln	Planned *(see Appendix E for proposed layout and cost estimate)*
	Place a bollard on path entrance to Joeck's Park to prevent vehicles from driving on it	
	Replace existing sidewalk after Hemlock Ln with 5-ft sidewalk until Main St and install ADA compliant curb ramps	
	Rapid Rectangular Flashing Beacon (RRFB) located at Joeck's Park crossing to west side of Lannon Rd	

Network Recommendations		
Corridor/Intersection	**Potential Solutions**	**Implementation Time Frame**
Lannon Rd – Main St to Diamond Dr *	5-ft sidewalk on the west side of Lannon Rd from Main St to Lannon Elementary	Short-Term *(see Appendix E for proposed layout and cost estimate)*
	10-ft shared use path on the west side of Lannon Rd from Lannon Elementary to Forest View Dr	
	RRFB crossing of Lannon Rd located at Forest View Dr with Yield lines to indicate location of vehicle yielding to pedestrians	
	10-ft shared use path continues to Diamond Dr on east side of Lannon Rd	
Main St – School Safety Zone Boundary (South) to Fillmore Dr *	Continue off-street, 10-ft shared use path on west side of Main St from current terminus of RRFB (at Bedrock Ct) to Fillmore Dr	Medium-Term
Forest View Dr – Main St to St John's Church and School *	Sidewalk connecting from shared use path along Main St to St. John's Church and School entrances	Short-Term
	RRFB at crossing of Main St to Forest View Dr with Yield lines to indicate location of vehicle yielding to pedestrians	
	Enhance crossing and signage from Church to School parking lots	

Network Recommendations		
Corridor/Intersection	**Potential Solutions**	**Implementation Time Frame**
Main St – Good Hope Rd to Bugline Trail Crossing *	Mark and sign conventional bike lanes on each side of Main St	Medium-Term
	Consolidate parking to one side of the street and implement a bi-directional separated cycle track	
	Install School Safety Zone signage	
Main St – Bugline Trail Crossing to School Safety Boundary (North) *	Off-street, 10-ft shared use path along Main St connecting with Overstone Condos and Rock Pointe Apartments to extend to Custer Ln	Long-Term
Good Hope Rd – School Safety Zone Boundary (West) to Main St *	Mark and sign conventional bike lanes on each side of Good Hope Rd	Planned improvements to Good Hope Road (bicycle accommodations TBD)
	5-ft sidewalk with ADA compliant curb ramps	
	Off-street, 10-ft shared use path	
Good Hope Rd – Main St to Emerald Dr *	5-ft sidewalk on south side of Good Hope Rd with ADA compliant curb ramps	Short-Term *(see Appendix E for proposed layout and cost estimate)*
	Mark and sign conventional bike lanes on each side of street	
	Consolidate road shoulder and implement a bi-directional separated cycle track	
	Install School Safety Zone signage	

Network Recommendations		
Corridor/Intersection	**Potential Solutions**	**Implementation Time Frame**
Intersections		
Lannon Rd and Bugline Trail Crossing *	Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians	Short-Term *(see Appendix E for proposed layout and cost estimate)*
	Street lighting near trail crossing	
	Remove vegetation that obstructs view of bicyclists and trail users	
Lannon Rd and Main St *	High visibility painted crosswalks	Medium-Term *(see Appendix E for proposed layout and cost estimate)*
	Add raised median and refuge island if space allows	
	Install School Safety Zone signage	
Lannon Rd and Good Hope Rd *	High visibility painted crosswalks	Short-Term *(see Appendix E for proposed layout and cost estimate)*
	Install School Safety Zone signage with flashing lights	
Lannon Rd and Forest View Dr *	Push button activated RRFB crossing of Lannon Rd with Yield lines to indicate location of vehicle yielding to pedestrians	Short-Term *(see Appendix E for proposed layout and cost estimate)*
	High visibility painted crosswalks on Forest View Dr and Lannon Rd	
	Install School Safety Zone signage	
Main St and Forest View Dr *	Push button activated RRFB crossing of Main St with Yield lines to indicate location of vehicle yielding to pedestrians	Short-Term
	High visibility painted crosswalks on Main St	
	Install School Safety Zone signage	

Network Recommendations		
Corridor/Intersection	**Potential Solutions**	**Implementation Time Frame**
Main St and Good Hope Rd *	High visibility painted crosswalks	Medium-Term
	Reduce lane width on Main St to accommodate bicycles	
	Add medians or raised islands, to provide pedestrian refuge and help to slow traffic through the intersection	
Good Hope Rd and Bugline Trail Crossing *	Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians	Short-Term
	Street lighting near trail crossing	
	Remove vegetation that obstructs view of bicyclists and trail users	
Main St and Bugline Trail Crossing *	Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians	Medium-Term
	Street lighting near trail crossing	
	High visibility painted crosswalks	

Additional Network Recommendations		
Corridor/Intersection	**Potential Solutions**	**Implementation Time Frame**
Corridors		
Overstone Condos path connection to Joeck's Park	Off-street, 10-ft shared use path along Lannon village boundary or through future development to connect condominium subdivision to the park	Long-Term *(see Appendix E for proposed layout and cost estimate)*
Main St - Bugline Trail Crossing to Custer Ln *	Off-street, 10-ft shared use path	Long-Term *(see Appendix E for proposed layout and cost estimate)*
	Crossing Main St at Custer Ln to connect with Custer Ln path to Bugline Trail	
Good Hope Rd - west of Main St to Townline Rd	Mark and sign conventional bike lanes on each side of Good Hope Rd	Planned improvements to Good Hope Road (bicycle accommodations TBD
	5-ft sidewalk with ADA compliant curb ramps	
	Off-street, 10-ft shared use path	
Main St - southwest of Good Hope Rd to Townline Rd *	Complete off-street, 10-ft shared use path gap	Medium-Term
Townline Rd *	Off-street, 10-ft shared use path south of Main St	Long-Term
	Conventional bike lanes or wide paved shoulders north of Main St	
	Future extension of sidewalk or shared use path to each of the Main St and Good Hope Rd roundabouts	

Additional Network Recommendations		
Corridor/Intersection	**Potential Solutions**	**Implementation Time Frame**
Intersections		
Main St and Custer Ln	Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians	Medium-Term *(see Appendix E for proposed layout and cost estimate)*
	Consider reduced speed limit (currently 45 MPH)	
Main St and Townline Rd	Pavement markings for bicyclists and pedestrian signage at roundabout entrances (see design of Good Hope Rd and Townline Rd roundabout)	Medium-Term
	Pedestrian signage at driveways	
Townline Rd and Bugline Trail Crossing *	Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians	Long-Term
	Street lighting near trail crossing	
	Remove vegetation that obstructs view of bicyclists and trail users	
Good Hope Rd and Townline Rd	Install Yield to pedestrian signage	Long-Term
	Repaint high visibility crosswalk	
Custer Ln and Bugline Trail Crossing	Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians	Long-Term
	Street lighting near trail crossing	
	Remove vegetation that obstructs view of bicyclists and trail users	

Table 5.3: Infrastructure Recommendations

Category	Recommendations
Bicycle Parking	Consider creating village-wide bicycle parking standards, ensuring consistent, secure, and well located facilities.
	Conduct a bike parking audit of public buildings, parks, schools, and the downtown area to identify gaps and work with property owners to add needed racks.
	Establish a small fund or maintain an inventory of bicycle racks that can be installed quickly when requests or needs arise.
	Prioritize simple, durable rack types (inverted U racks) that are affordable, long lasting, and easy to maintain.
	Coordinate with local businesses to encourage voluntary installation of bike racks, potentially offering low cost racks or small incentives.
	Install seasonal or event based bike parking for festivals or downtown events where temporary demand increases.
	Promote bike parking through signage and wayfinding so residents and visitors can easily locate available facilities.
	Integrate bike parking into streetscape improvements as opportunities arise, such as sidewalk replacement or park upgrades.
Amenity Areas	Use durable, low maintenance materials for benches, trash bins, and signage to reduce long term costs.
	Cluster seating near social destinations like restaurants, trailheads, and event spaces.
	Include bicycle racks, trash/recycling bins, and benches at all trailheads.
	Add shade trees, planters, and native landscaping around amenity areas to improve comfort and aesthetics.
	Incorporate small scale public art (murals, sculptures, local craftsmanship) into community spaces, trailheads, and parks with community-created elements from student groups or other organizations.
	Encourage “adopt an area” programs where local volunteers or civic groups care for small plazas, planters, or trailheads.

Category	Recommendations
Signage and Signaling	Assess roadway signage to ensure messages are clear, necessary, and not contributing to right of way clutter.
	Improve signage visibility, including lighting, especially near pedestrian oriented land uses and during detours.
	Install additional high visibility devices, such as flashing beacons or message boards, at dangerous intersections where warranted.
	Implement Leading Pedestrian Intervals (LPIs) at major intersections to improve pedestrian safety.
	Upgrade crosswalks to ladder style markings and repaint when maintenance or reconstruction opportunities occur.
	Add refuge islands or in road pedestrian crossing signage to strengthen crosswalk safety where feasible.
	Install low-profile, pedestrian scale wayfinding signs pointing to key destinations with consistent colors, icons, and branding that reflect the town's character.
	Encourage coordinated small directional signs for local businesses and services, especially near trail crossings, to encourage bike tourist activity.

Category	Recommendations
Accessibility and Safety	Develop a connected off street bicycle network by using existing utility corridors, rail rights of way, and surplus roadway space to create safe and comfortable shared use paths.
	Ensure all curb ramps meet current accessibility standards, including proper slopes and detectable warning surfaces, and install or upgrade them during roadway, redevelopment, or utility projects.
	Shorten pedestrian crossing distances by narrowing vehicle lanes, adding curb extensions, and installing median refuge islands, especially where many children, seniors, and people with disabilities travel.
	Provide consistent, pedestrian scale lighting along sidewalks, crosswalks, pathways, and bicycle routes to enhance visibility and nighttime comfort.
	Encourage downtown property owners to install supplemental pedestrian lighting on buildings and within adjacent public spaces to improve sidewalk safety and activate the public realm.
	Improve bicycle and pedestrian safety at intersections by incorporating features such as high visibility crosswalks, raised crossings, traffic calming measures, and protected bike approaches where feasible.
	Pilot temporary treatments, such as curb extensions, bollards, or lane reallocations, to evaluate traffic calming concepts before committing to permanent construction.
	Identify local streets where speeds are too high and consider redesign elements like lane narrowing, updated parking management, or traffic calming measures to naturally encourage slower travel.

Table 5.4: Program Recommendations

Program Recommendations
Action
Encourage Lannon residents to attend a wide range of regular regional, County, and Village events that promote walking and biking (to include Open Street Events Bike/Walk Weeks, Bike to Work initiatives, etc.)
Ensure that there are bicycle education opportunities for both frequent and occasional riders (especially for women, seniors, children, and families) that promote Lannon's network and destinations and outline the rules of the road.
Update and distribute Village Bicycle & Pedestrian Network Maps regularly, and explore opportunities to create curated maps for less confident bicyclists (such as "safe and comfortable routes" for new riders or family-friendly rides)
Pilot progressive ticketing procedures at critical locations for bicycle and pedestrian use and strict enforcement of speed limits in School Safety Zones.
Form partnerships to perform pedestrian safety and walking audits focusing on different areas of the village each year or as necessary. Use AARP Walk Audit Resources to support these audit activities.
Identify opportunities for fundraising or community led projects for installing street furniture or other streetscaping amenities within the Village.
Encourage rider incentive programs and bicycle friendly business programs. o Utilize the Bicycle Friendly Businesses program through the League of American Bicyclists.
Apply for status as a Bicycle Friendly Community with the American League of Bicyclists.
Promote bicycle tourism along the Bugline Trail in coordination with Waukesha County and other communities along the trail corridor. o Provide flyers, promote businesses, and consider wayfinding signage located within the Village. o Seek out bicycle-oriented businesses that will attract cyclists traveling through the village. o Promote camping as a destination at Menomonee Park for bicyclists traveling through the village.
Consider piloting a Bike Sharing program out of Village Hall or encourage a bike shop with bike rentals to locate within Lannon.
Explore development of community-lead traffic calming program to consider requests for the installation of traffic calming measures, such as speed bumps, traffic circles, and raised intersections.

Safe Routes to School Specific Program Recommendations
Implement bike training, rodeos, and other education events to teach students and adults safe bicycling skills. Partner with bicycle-oriented organizations on planning and implementing these activities.
Organize Walk/Bike to School Days to encourage active transportation among students and families.
Establish a "Drop and Walk" program to reduce congestion near schools and promote walking for the final portion of the trip.
Integrate Safe Routes to School education concepts into the school curriculum to build long term awareness of walking and biking safety.
Support and participate in community-wide events focused on promoting walking and biking.
Recruit volunteer crossing guards at major intersections to support safe student crossings.
Provide educational materials to community members about Safe Routes to School initiatives.
Develop a Safe Routes to School network map to identify safe and comfortable routes for families and students.

Table 5.5: Policy Recommendations

Policy Recommendations
Action
Adopt a Vision Zero ordinance outlining the Village's commitment to zero roadway fatalities and serious injuries.
Develop a village-wide policy establishing guidelines for when and where a bicyclist may be allowed to ride on a sidewalk, with consideration for pedestrian needs as well as cyclist needs. o Approve an ordinance that allows children under 12 years old to use sidewalks while riding their bike.
Repeal ordinance requiring bicyclists register and carry a bicycle license obtained by the Chief of Police.
Apply for local, state, and federal grants annually to complete the Network Recommendations identified in this plan. A comprehensive list of funding programs can be found in Table 5.7.
Explore adoption of an ordinance to regulate electric bicycles (e-bikes) and electric scooters (e-scooters) within Lannon. o Allow Class 1, Class 2, and Class 3 e-bikes on village roads, trails, and bike facilities with maximum speed of 20 MPH. Prohibit use of e-bikes on village sidewalks. o Regulate e-scooters with same treatment of e-bikes, allowing use on roads, trails, and bike facilities, though not on village sidewalks.

Continue to require installation of sidewalks and bicycle paths in new multi-family developments per existing village ordinance/policy
Explore adoption of an ordinance requiring bicycle parking for commercial and institutional uses.
Establish a list of benchmark indicators to determine success of Plan implementation and programming.
Create and maintain data quantifying bicycle and pedestrian facilities in a GIS database.
Encourage appropriate economic and commercial development opportunities – taking advantage of bike and pedestrian traffic – along the Lannon's path and trail corridors.
Consider developing a Comprehensive Outdoor Recreation Plan and incorporating shared use trail projects in order to be eligible for Wisconsin DNR Stewardship Grant funding.
Develop and implement standard bicycle facility design guidelines using the Infrastructure Toolkit (Appendix B) and other national and state standards and best practice documents such as the Manual on Uniform Traffic Control Devices (MUTCD), National Association of City Transportation Officials (NACTO) guidelines, and the Wisconsin Bicycle Facility Design Handbook.
Actively promote development patterns that are walkable and bikeable.
Support businesses located within the community that enable residents to walk and bike to them. Recruit new businesses that provide additional amenities within the Village such as grocery store, medical facilities, restaurants, and local shops.
Update the Village Comprehensive Plan to identify bicycle and pedestrian projects noted within this plan
Develop an updated Future Land Use plan that reflects greater walkability and bike-ability into land use categories and policies.

Safe Routes to School Specific Policy Recommendations
Explore opportunities to partner with local schools to implement recommendations and continue outreach for Safe Routes to School plans.
Outline Safe Routes to School as a key initiative within a Village Vision Zero ordinance.
Pass resolutions of support for Safe Routes to School projects in Lannon. Examples found through the Safe Routes Partnership.
Advocate to school boards to take up Safe Routes to School issues and initiatives. o A first step, advocate for the establishment of a Safe Routes to School District Task Force.
Seek collaboration with neighboring jurisdictions, school districts, Waukesha County, SEWRPC, and WisDOT in Safe Routes to School planning.
Allow access to neighboring streets before and after school by unlocking school gates on school property.
Ensure that pedestrian signal clearance intervals are properly timed to allow all users to cross, including those with mobility or visual impairments and any age; use the 8-80 principle when timing clearance intervals.
Designate School Safety Zones on streets within .25 miles of schools and prioritize signage and infrastructure changes in these areas.
Incorporate bicycle parking near schools and community destinations.
Allow by ordinance, bicyclists under age 12 to utilize sidewalks at speeds under 5MPH where bicycle facilities are not present.
Prioritize winter maintenance within School Safety Zones.
Enforce and raise fines for traffic infractions made within School Safety Zones.
Evaluate drop off/pick-up procedures to ensure accommodation and access for students walking and biking.
Incorporate the Safe Routes to School Plan into Student and Parent Handbooks.
Evaluate bike and pedestrian activity near schools annually through a parent survey or traffic count.
Establish a list of benchmark indicators to determine success of SRTS implementation and programming. Examples include: o Number of students biking or walking to school o Number of bicycle education events held o Number of feet of sidewalk/bicycle infrastructure in School Safety Zones o Number of meetings held to discuss bicycle and pedestrian safety o Number of traffic citations in School Safety Zones o Speed reduction in School Safety Zones

Table 5.6: Maintenance Recommendations

Maintenance Recommendations
Action
Conduct regular inspections of wayfinding signs, striping, and facilities for bicycles and pedestrians.
Develop an asset management system to inventory bike, pedestrian, and roadway facilities and signage condition within a GIS database.
Monitor sidewalks, terraces, paths, and roadway for obstructions, and enforce the removal of obstructions as necessary.
Maintenance and repair of facilities should be regularly scheduled within a Capital Improvement Plan (CIP).
Prioritize and evaluate snow clearing operations for pedestrians and bicyclists.
Develop a Community Improvement reporting program to identify maintenance and safety issues on village streets, sidewalks, and bike facilities. Encourage cyclists and pedestrians to report maintenance needs on pathways and roadways.
Encourage Waukesha County to improve and maintain the Bugline Trail and other county-maintained bike and pedestrian pavement markings, signage, and infrastructure.
Refer to Paved Trail Inspection and Maintenance Schedule guides from the Minnesota Local Technical Assistance Program (LTAP).

Table 5.7: Funding & Grant Opportunities

Funding & Grant Opportunities					
Name	**Description**	**Source**	**Available Funds**	**Funding Schedule**	**Applicable Activities**
WisDOT					
Transportation Alternatives Program (TAP)	Funding for transportation projects through the federal Transportation Alternatives (TA) set-aside program and state funds.	WisDOT	Historically, $18 million total funds available pending budgetary approval. Amount varies by project. Covers up to 80% of eligible project costs.	Bi-annual funding schedule with next project solicitation anticipated in October 2027. Awarded in early 2028.	Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements and historic preservation.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Provides funds to WisDOT for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.	WisDOT/FHWA	$15-20 million awarded annually. Awards range from $100,000-$2 million. Covers up to 80% of eligible project costs.	Bi-annual funding schedule with next project solicitation anticipated in June 2027. Awarded in mid-2028.	Projects that reduce traffic congestion and improve air quality, including bike and pedestrian facilities.
Transportation Economic Assistance (TEA)	Provides matching state grants to governing bodies for projects that help attract employers to Wisconsin or encourage in-state business and industry expansion.	WisDOT	$3.4 million per year, will fund 50% of eligible project costs OR $5,000 per job created/ retained (whichever is less)	Applications are ongoing on a first come, first serve basis. Projects must begin within 3 years of grant award.	Road, rail, harbor, and airport projects (environmental testing, traffic control and safety, road and railroad construction, etc.).
Carbon Reduction Program (CRP)	Provides funding for projects that reduce transportation emissions.	WisDOT	$2.3 million available annually for municipalities > 50,000 people. Covers up to 80% of eligible project costs.	Subject to state reauthorization.	Design and construction of bike and pedestrian on-street and off-street facilities, bike and ped programs, micromobility like bike and scooter sharing, other traffic and congestion reduction projects.
WI DNR					
Knowles-Nelson Stewardship Grant	Single application to wide group of grants funding recreational development and conservation land purchases for local governments and nonprofits.	WI DNR	$33 million total funds available in 2023. Covers up to 50% of eligible project costs. Requires a CORP developed within previous five years.	Subject to state reauthorization after 2026. Applications due March 1 annually.	Land acquisition, trail and path construction, nature-based recreation projects.

Funding & Grant Opportunities					
Name	**Description**	**Source**	**Available Funds**	**Funding Schedule**	**Applicable Activities**
Wisconsin Economic Development Corporation (WEDC)					
Vibrant Spaces Grant	Single application to wide group of grants funding recreational development and conservation land purchases for local governments and nonprofits.	WEDC	Up to 40 awards awarded each cycle. Awards range from $25,000-$50,000. Covers up to 75% eligible project costs.	One application per annual cycle per municipality accepted on a rolling basis.	• Public space enhancements (activating alleys, park spaces, vacant parcels/underutilized parking lots) with public art, landscaping, benches, bike racks, etc. • Public signage (wayfinding, interpretive signage, kiosks, etc.) • Public infrastructure (site prep, restrooms, water features, electrical, lighting)
Federal/Other					
Safe Streets and Roads for All (SS4A)	Supports the development of a Safety Action Plan and additional funding opportunities for Implementation of projects listed in the Action Plan.	USDOT/FHWA	Over $1 billion overall in 2026 available of total appropriated funds	Applications due May 26, 2026. Subject to federal reauthorization after 2026.	• Development of Safety Action Plan • Implementation of projects and strategies in the Action Plan to address a roadway safety problem (infrastructure, behavioral, or operational)
Rails to Trail Conservancy (RTC)	Support for organizations and local agencies to develop and connect equitable trail networks (must serve multiple user types: bicycling, walking/ hiking, riding, etc.).	RTC	Varies by year $398,000 in 2025 awarded, grants will range $5,000 - $25,000	Applications due in May annually. 2026 grants will be awarded Fall 2026. Projects must begin by September 2026.	Project must support one or more of the Trail Nation Playbook strategies: vision, coalition building, acquisition, mapping and analytics, matching funds, community engagement.

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
SS4A * o High Priority intersection improvements o Corridor improvements					
WEDC Vibrant Spaces o Bike parking o Trail lighting o Trailhead development o Pocket park development o Wayfinding signage					
TAP o SRTS initiatives o Trail improvements o High Priority intersection improvements o Corridor improvements					
CMAQ o Corridor or trail improvements to allow reduction in VMT					
WDNR Knowles-Nelson Stewardship * o Nature based trail improvements o Trailhead and parkland development					
RTC o Continued plan engagement o Trail improvements (specifically connections to Bugline Trail) o GIS asset management of bike and pedestrian infrastructure					

** Funding reauthorization is required*

TAX INCREMENTAL FINANCING (TIF)

For many of these grant opportunities, a local match is often required to unlock state or federal support on the proposed project. The Village of Lannon currently maintains two active tax incremental districts (TIDs). Each TID has bike and pedestrian improvements within their respective project plans. TIF funds and Village appropriated funds are anticipated to meet the local funding match to support application to these various grant programs.

GENERAL COST ESTIMATE INFORMATION

As items of this plan are identified for completion, this table can be utilized to develop general cost estimates for planned improvements in the Village's CIP and within grant applications.

It is assumed that engineering design costs of improvements are typically an additional 10-15% of infrastructure cost.

Table 5.9: General Cost Estimate by Facility Type

Facility	Cost	Unit
10 ft Wide Asphalt Path (includes base aggregate)	$100	per LF
5 ft Sidewalk (includes base aggregate)	$70	per LF
Bike Lane (6" White Edge Line, Bike Symbol every 250')	$3	per LF
RRFB	$20,000	per system
Stop Signs (Sign - 36", post, stop line marking)	$800	each
Pedestrian / Bike Signs (Sign - 36", post)	$300	each
Crosswalk (Two parallel lines, price per crosswalk length, not individual line length)	$25	per LF
Curb Ramp (Removing existing concrete sidewalk, place new concrete, base aggregate, detectable warning field)	$25	per SF
Pedestrian Refuge Island (Concrete, detectable warning field, curb, marking curb)	$45	per SF
Curb Extension (Bump Outs) (Concrete, detectable warning field, curb)	$35	per SF