



Village of Thiensville
Combined Board of Trustees &
Committee of the Whole
AGENDA

Date:
Monday, March 10, 2025

LOCATION: 250 Elm Street, Thiensville, WI

Time: 6:00 PM

I. CALL TO ORDER

II. ROLL CALL

President

John Rosing

Administrator

Colleen Landisch-Hansen

Staff

Director of Community Services/Public Works Andy LaFond

Police Chief Curt Kleppin

Deputy Village Clerk/Administrative Coordinator Ben Honeck

Board of Trustees

Jennifer Abraham

Angelina Apostolos

Kristina Eckert

Kenneth Kucharski

David Lange

Richard Longabaugh

III. PLEDGE OF ALLEGIANCE

IV. CITIZENS TO BE HEARD

A. Open to any resident or taxpayer on items not subject to a public hearing: Please be advised per §19.84(2), information will be received from the public. Village policy limits a three (3) minute time period per person, with time extension by the presiding official's discretion or a vote of 2/3 of the Board or Committee; be further advised that there may be limited discussion on the information received, however, no action will be taken under public comments. Written comments on agenda items are encouraged to be sent and addressed to the intended body by noon on the day of the meeting. Comments received timely will be forwarded to all members of the body. If you wish to speak, you must pre-register by emailing the Village Clerk at clandisch@village.thiensville.wi.us by 4:00 PM on the day of the meeting or by signing in immediately prior to the meeting.

CONSENT AGENDA

Upon request of any Trustee, any item may be removed from the Consent Agenda for special consideration.

V. APPROVAL OF MINUTES

A. Board of Trustees

1. February 17, 2025 (att)

VI. DEPARTMENT REPORTS

A. Police Department

1. February 2025 (att)

B. Public Works Department

VII. COMMITTEE REPORTS

VIII. REPORTS AND COMMUNICATIONS

A. Capital Expenditures

1. February 2025 (att)

B. Historic Preservation Commission

1. January 7, 2025 (att)

BUSINESS AGENDA

IX. FINANCIAL REPORTS AND ACCOUNTS PAYABLE

A. Accounts Payable

1. February 15, 2025 through March 7, 2025 (att)
2. 2025 Authorization for the Village Administrator to release usual and customary bills

B. Financial Report

1. December 2024 (Preliminary) (att)
2. January 2025 (att)

X. PRESIDENT'S REPORT

A. Appointments

XI. ADMINISTRATOR'S REPORT

A. Administrator's Report (att)

B. Building Inspection Report

1. February 2025 (att)

XII. ATTORNEY'S REPORT

XIII. COMMITTEE REPORTS

XIV. REPORTS AND COMMUNICATIONS

A. Review and Action Regarding Resolution 2025-02 Resolution Adopting the 2025 Mequon-Thiensville Bike & Pedestrian Way Plan (att)

B. Review and Action Regarding Proclamation Commemorating Arbor Day (att)

C. 2024 Thiensville Sidewalk Repair Executive Summary (att)

XV. UNFINISHED BUSINESS

XVI. ANY OTHER MISCELLANEOUS BUSINESS BY THE TRUSTEES AS MAY BE BROUGHT BEFORE THE BOARD, OR CARRIED OVER FROM THE PREVIOUS VILLAGE BOARD MEETING.

A. Acceptance/Report Of Gifts Received

1. \$250 from Junior Woman's Club of Mequon-Thiensville

XVII. MOTION TO ADJOURN TO CLOSED SESSION

A. Pursuant to Wis. Stats. 19.85(1)(e) Deliberating or negotiating the purchasing of public properties, the investing of public funds or conducting other specified public business, whenever competitive or bargaining reasons require a closed session.

B. Pursuant to Chapter 19.85(1)(c) considering employment, promotion, compensation or performance evaluation data of any public employee over which the governmental body has jurisdiction or exercises responsibility regarding Village Administrator Annual Evaluation.

XVIII. RECONVENE IN OPEN SESSION

A. Possible Action Regarding Closed Session Topics

XIX. ADJOURNMENT

Colleen Landisch-Hansen, Village Clerk

March 7, 2025

Please advise the Thiensville Municipal Hall, 250 Elm Street (262-242-3720) at least 24 hours prior to the start of this meeting if you have disabilities and desire special accommodations.



VILLAGE OF THIENSVILLE
Board of Trustees
MINUTES

DATE: Monday, February 17, 2025

LOCATION: 250 Elm Street, Thiensville, WI

TIME: 6:00 PM

I. CALL TO ORDER

President Rosing called the meeting to order at 6:00 PM

II. ROLL CALL

President

John Rosing

Board of Trustees

Jennifer Abraham
(Excused)

Kenneth Kucharski

Administrator

Colleen Landisch-Hansen

Angelina Apostolos

David Lange

Kristina Eckert

Richard Longabaugh

Staff

Director of Community Services/Public Works Andy LaFond

Police Chief Curt Kleppin

Deputy Village Clerk/Administrative Coordinator Ben Honeck

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC HEARING FOR THE PURPOSE OF SEEKING PUBLIC INPUT ON PROPOSED ORDINANCE AMENDING CHAPTER 17 AND CHAPTER 10 OF THE VILLAGE ZONING CODE AS IT RELATES TO THE KEEPING OF DOMESTICATED CHICKENS IN THE R-1 AND R-2 RESIDENTIAL ZONING DISTRICTS

A. Motion to Open Public Hearing

MOTION to Open Public Hearing by Trustee Longabaugh **SECONDED** by Trustee Kucharski. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6
No: 0
Abstain: 0

1. Administrator to Read and Explain Notice (att)

See attached file "Ordinance Notice" for reference

Administrator Landisch-Hansen read the public notice and summarized its contents.

2. Administrator to Give Brief Explanation of Proposed Ordinance 2025-01

See attached files "Ordinance for Residential Backyard Chicken" & "Update_Chicken Ordinance Village Board Staff Memo 2_17_2025" for reference

Administrator Landisch-Hansen gave an explanation of the proposed ordinance amendment.

3. Comments from Anyone Present to be Heard

Jan Heinitz, 417 Madero Dr. opposed the ordinance, citing concerns about noise, the need for lights being a disturbance and a fire hazard, and the presence of chickens attracting predators.

Dean Hock, 505 Madero Dr. also opposed the ordinance due to noise issues. Mr. Hock mentioned his personal experience with a nearby neighbor who owned chickens and felt that the noise caused too much of a disturbance, particularly at feeding time.

Christopher Voss, 205 Luisita Rd. also expressed concern about predators as well as disease, and enforcement of the ordinance being too reactive rather than proactive.

Robert Holyoke, 300 West St. was in favor of the ordinance, believing it was an issue of personal freedom and mentioned that neighboring communities who allowed chickens did not seem to have problems with the issues that concerned other residents. Mr. Holyoke also pointed out that if the amendment was made, it could be repealed at a later date if those issues did in fact arise.

Richard Jerzak, 507 Crescent Ln. questioned the necessity of revisiting the ordinance and raised concerns about bird flu and maintenance issues that could arise from the coops.

Andrew Match, 505 Alta Loma Dr. provided a printout for the Board to consider that contained information obtained from Ron Kean, a poultry specialist in animal sciences from the University of Wisconsin-Madison. Mr. Match referenced this documentation and stated that he believed it countered arguments about noise, predators, and the misconceptions about chicken ownership. Mr. Match also echoed Mr. Holyoke's comments regarding property rights and the existence of chickens in surrounding communities.

Mr. Hock spoke again to reiterate noise concerns and the impact chickens could have on what new residents expected when they moved to Thiensville.

4. Administrator to Read any Correspondence Received Related to Proposed Ordinance 2025-01

Administrator Landisch-Hansen shared correspondence received from residents regarding the proposed ordinance.

Karl Hertz, 205 Green Bay Rd, wrote a letter expressing concern about allowing chickens in the Village. Mr. Hertz cited previous rejection of amendment, concerns about lot size, and the rise of bird flu making this an incorrect time to allow the amendment.

Susan Bartel, 113 N Orchard St. also wrote regarding concern about the ongoing rise of bird flu and believes the Village should delay allowing chickens until the flu, and its spread, are more understood.

Laura Davis, 507 Park Crest Dr. supported the ordinance, emphasizing property rights and the low risk of avian flu increasing due to chickens, citing the presence of other wild birds in the Village not causing alarm.

Linda Unkefer, 413 Park Crest Dr. expressed concern via email about attracting coyotes and other predators.

Garrett Fitzgerald and Grace Miller, 502 Alta Loma Dr. supported the idea of getting chickens and wanted to express that support in writing, stating that with good regulation it could benefit the Village.

5. Comments from the Village Board

President Rosing explained that the Plan Commission had a tie vote regarding the recommendation of the ordinance amendment. As a result, the Board would not be able to take action, due to zoning change requirements, until the Commission could make a recommendation.

B. Motion to Close Public Hearing

MOTION to Close Public Hearing by Trustee Longabaugh **SECONDED** by Trustee Kucharski. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6

No: 0

Abstain: 0

CONSENT AGENDA

Upon request of any Trustee, any item may be removed from the Consent Agenda for special consideration.

MOTION to Approve Consent Agenda by Trustee Lange **SECONDED** by Trustee Apostolos. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6

No: 0

Abstain: 0

V. APPROVAL OF MINUTES

A. Board of Trustees

1. January 20, 2025 (att)

2. February 3, 2025 (att)

B. Committee of the Whole

1. February 3, 2025 (att)

VI. DEPARTMENT REPORTS

A. Police Department

1. January 2025 (att)

B. Public Works Department

VII. COMMITTEE REPORTS

VIII. REPORTS AND COMMUNICATIONS

A. Plan Commission

1. January 14, 2025 (att)

B. Capital Expenditures

1. January 2025 (att)

BUSINESS AGENDA

IX. FINANCIAL REPORTS AND ACCOUNTS PAYABLE

A. Accounts Payable

1. January 18, 2025 through February 14, 2025 (att)

See attached file "02-2025 VB ACCOUNTS PAYABLE" for reference

MOTION to Approve Accounts Payable January 18, 2025 through February 14, 2025 by Trustee Lange **SECONDED** by Trustee Eckert. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6

No: 0

Abstain: 0

B. Financial Report

1. December 2024 Preliminary (att)

See attached file "DECEMBER 2024 - REVENUE & EXPENDITURE BUDGET TO ACTUAL (UNAUDITED)" for reference

Administrator Landisch-Hansen gave a summary of the financial report and noted that the numbers were preliminary due to the ongoing audit.

X. PRESIDENT'S REPORT

A. Appointments

1. New Operator's License

Item	Name	Address	New or Renewal
a.	Ritu N Patel	Ma Maalika Petroleum, Village BP, 246 S Main Street	New

Trustee Kucharski requested that going forward, copies of new applications be provided to the Board.

MOTION to Approve Table Line Item a. by Trustee Eckert **SECONDED** by Trustee Longabaugh. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6

No: 0

Abstain: 0

2. Operator's License Renewal

Item	Name	Address	New or Renewal
a.	Robert J Kos	Thiensville Business Association, INC. PO Box 185	Renewal

MOTION to Approve Table Line Item a. by Trustee Eckert **SECONDED** by Trustee Kucharski. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6

No: 0

Abstain: 0

XI. ADMINISTRATOR'S REPORT

A. Admininstrator's Report (att)

B. Building Inspection Report

1. January 2025 (att)

XII. ATTORNEY'S REPORT

XIII. COMMITTEE REPORTS

XIV. REPORTS AND COMMUNICATIONS

A. Review and Action of Ordinance 2025-01 Amending Chapter 17 and Chapter 10 of the Village Zoning Code as it Relates to the Keeping of Domesticated Chickens in the R-1 and R-2 Residential Zoning Districts (att)

Trustee Longabaugh asked if there is a requirement that the coops be heated as it is not in the proposed amendment.

Director LaFond answered that there was not a requirement for heating.

President Rosing once again explained that the Board would not be taking action on the amendment in this meeting. Due to the amendment involving a zoning change, it was required that the Board receive a recommendation, either positive or negative, from the Plan Commission. Due to a tie vote, neither could be given. As a result, the matter would be returned to the Plan Commission for a recommendation from the Commission, then the Board could take action.

B. Review and Action Regarding the 2024 Annual Use of Force Report for the Thiensville Police Department (att)

Trustee Apostolos thanked Chief Kleppin for the report.

MOTION to Approve the 2024 Annual Use of Force Report for the Thiensville Police Department by Trustee Lange **SECONDED** by Trustee Longabaugh. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6

No: 0

Abstain: 0

C. Review and Action Regarding Correction of Motion Within the November 18, 2024 Board of Trustees Minutes (att)

Administrator Landisch-Hansen explained that a motion to Direct Staff to Finalize Ordinance Amending the Village Code to Allow for the Keeping of Backyard Chickens attributed to Trustee Lange was intended to be attributed to Trustee Longabaugh, that correction to the minutes requires approval by the Board.

MOTION to Approve Correction of Motion Within the November 18, 2024 Board of Trustees Minutes by Trustee **SECONDED** by Trustee. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6

No: 0

Abstain: 0

D. Review and Action Regarding Resolution 2025-01 Authorizing Participation in the Cairdel Lane Road Maintenance Association (att)

Director LaFond explained that the Village owns a private parcel of land for the purposes of stormwater conveyance. This land is outside the Village limits. The Village is a member of an HOA-like entity that maintains the road that connects to the parcel. The Association has asked that the Village formally sign documentation as part of the agreement in an effort to clean up their own bookkeeping.

MOTION to Approve Resolution 2025-01 Authorizing Participation in the Cairdel Lane Road Maintenance Association by Trustee Lange **SECONDED** by Trustee Kucharski. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6

No: 0

Abstain: 0

XV. UNFINISHED BUSINESS

XVI. ANY OTHER MISCELLANEOUS BUSINESS BY THE TRUSTEES AS MAY BE BROUGHT BEFORE THE BOARD, OR CARRIED OVER FROM THE PREVIOUS VILLAGE BOARD MEETING.

A. Acceptance/Report Of Gifts Received

1. \$10,000 toward Village Park ReImagined from Thiensville Business Association

MOTION to Accept With Gratitude by Trustee Lange **SECONDED** by Trustee Longabaugh. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6
No: 0
Abstain: 0

2. \$10,000 toward the Village Park Relimagined Splashpad from Port Washington State Bank

Administrator Landisch-Hansen noted that this donation is part of a multi-year pledge in honor of the bank's 125th anniversary.

MOTION to Accept With Gratitude by Trustee Eckert **SECONDED** by Trustee Apostolos. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6
No: 0
Abstain: 0

XVII. MOTION TO ADJOURN TO CLOSED SESSION

MOTION to Adjourn to Closed Session at 6:42 PM by Trustee Apostolos **SECONDED** by Trustee Kucharski. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6
No: 0
Abstain: 0

A. Pursuant to Wis. Stats. 19.85(1)(e) Deliberating or negotiating the purchasing of public properties, the investing of public funds or conducting other specified public business, whenever competitive or bargaining reasons require a closed session.

Roll Call Vote

Aye: Trustees Apostolos, Eckert, Kucharski, Longabaugh, Lange, and President Rosing

No: none
MOTION CARRIED UNANIMOUSLY

XVIII. MOTION TO RECONVENE IN OPEN SESSION

MOTION to Reconvene in Open Session at 7:13 PM by Trustee Lange **SECONDED** by Trustee Apostolos. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6
No: 0
Abstain: 0

A. Possible Action Regarding Closed Session Topic

XIX. ADJOURNMENT

MOTION to Adjourn at 7:14 PM by Trustee Lange **SECONDED** by Trustee Apostolos. **MOTION CARRIED UNANIMOUSLY.**

Aye: 6

No: 0

Abstain: 0



Thiensville Police Department Monthly Report

February 2025

Thiensville

Reporting Period: 02/02/2025 - 02/28/2025

<i>This report contains all citations.</i>	Total	Non Traffic Violation	Traffic Violation	Warning Citation/15 Day
341.03(1) - Operate after Rev/Susp of Reg	3	0	0	3
341.04(1) - NON-REGISTRATION OF AUTO, ETC	9	0	2	7
341.15(1m)(a) - IMPROPER/ATTACH REAR REG DECAL/TAG	1	0	0	1
343.05(3)(a) - Operate w/o Valid License	1	0	1	0
343.05(3)(a) - Operating without a Valid License-License Expired	1	0	0	1
343.18(1) - Operate w/o Carrying License	1	0	0	1
343.44(1)(a) - OPERATING WHILE SUSPENDED	1	0	1	0
343.44(1)(b) - Operate Motor Vehicle While Revoked - 4th Offense	1	0	1	0
343.44(1)(b) - OPERATING WHILE REVOKED (REV ALC/CONTR SUBST/REFUSAL-FORFEIT	1	0	1	0
344.62(1) - Operate Motor Vehicle w/o Insurance	2	0	2	0
344.62(2) - Operate Motor Vehicle w/o Proof of Insurance	5	0	0	5
346.37(1)(c)1 - Violate Red Traffic Signal	4	0	3	1
346.46(1) - Fail Stop At Stop Sign	4	0	2	2
346.48(1) - Fail Stop - Unload School Bus	1	0	1	0
346.54 - IMPROPER PARK/STAND OF VEHICLE	1	0	1	0
346.57(5) - EXCEEDING SPEED ZONES, ETC. (1-10 MPH)	2	0	0	2
346.57(5) - EXCEEDING SPEED ZONES, ETC. (11-15 MPH)	16	0	13	3
346.57(5) - EXCEEDING SPEED ZONES, ETC. (16-19 MPH)	8	0	8	0
346.57(5) - EXCEEDING SPEED ZONES, ETC. (20-24 MPH)	3	0	3	0
347.06(1) - Operation w/o Required Lamps	3	0	0	3
46.63 - Possession of THC <25g	1	1	0	0
Total	69	1	39	29



Thiensville Police Department Monthly Report

February 2025

Reporting Period 2/1/25 – 2/28/25

Parking Tickets – Overnight	13
Parking Tickets – No Parking Zone	0
TOTAL	13

Business Checks	438
House Checks	62
Doors Open	1
Assist Citizen	16
Welfare Checks	6
Ordinance Violations	6
Mutual Aid/Assist of Agency	3

PDO (Property Damage Only Accidents)

*NONE

PI (Personal Injury Accidents)

*NONE

Crashes Involving Bikes

*NONE

VILLAGE OF THIENSVILLE
2025 CAPITAL PROJECT EXPENDITURE REPORT
MARCH 10, 2025

CLASSIFICATION/DEPARTMENT	AMOUNT IN RESERVES	AMOUNT BUDGETED	OUTSIDE CONTRIBUTIONS	TOTAL AMOUNT AVAILABLE	ACTUAL EXPENSE	DIFFERENCE
<u>ADMINISTRATION</u>						
Municipal Center Roof (Phase 1 Reserve)	\$ 13,175.45	\$ -	\$ -	\$ 13,175.45	\$ -	\$ 13,175.45
Property File Digitization	\$ 10,000.00	\$ -	\$ -	\$ 10,000.00	\$ -	\$ 10,000.00
Village-wide Microsoft/E-mail Migration	\$ 4,020.00	\$ -	\$ -	\$ 4,020.00	\$ -	\$ 4,020.00
Accounts Receivable Module	\$ -	\$ 3,300.00	\$ -	\$ 3,300.00	\$ -	\$ 3,300.00
Village Zoning Code Diagnostic	\$ (108.75)	\$ -	\$ -	\$ (108.75)	\$ -	\$ (108.75)
Front Office Security/Reception Upgrades	\$ 57,001.25	\$ -	\$ -	\$ 57,001.25	\$ -	\$ 57,001.25
	\$ 84,087.95	\$ 3,300.00	\$ -	\$ 87,387.95	\$ -	\$ 87,387.95
<u>POLICE DEPARTMENT</u>						
Squad Replacement (Year 1 of 3)	\$ -	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	\$ 25,000.00
(4) Tasers, Batteries, & Cartridges (Year 5 of 5)	\$ -	\$ 3,360.00	\$ -	\$ 3,360.00	\$ -	\$ 3,360.00
(3) Squad and (7) Body Cameras (Year 4 of 5)	\$ 7,386.15	\$ 12,344.00	\$ -	\$ 12,344.00	\$ 3,086.00	\$ 9,258.00
Metal and Cloth Badges	\$ 1,535.00	\$ -	\$ -	\$ 1,535.00	\$ -	\$ 1,535.00
Universal Weapons Rack	\$ 2,500.00	\$ -	\$ -	\$ 2,500.00	\$ -	\$ 2,500.00
	\$ 11,421.15	\$ 40,704.00	\$ -	\$ 44,739.00	\$ 3,086.00	\$ 41,653.00
<u>FIRE DEPARTMENT</u>						
Southern Ozaukee Fire & EMS Department Capital Allocation	\$ -	\$ 20,285.00	\$ -	\$ 20,285.00	\$ 20,285.00	\$ -
	\$ -	\$ 20,285.00	\$ -	\$ 20,285.00	\$ 20,285.00	\$ -
<u>PUBLIC WORKS DEPARTMENT</u>						
Vehicle Replacement Fund	\$ 139,975.87	\$ 25,000.00	\$ -	\$ 164,975.87	\$ -	\$ 164,975.87
Emerald Ash Borer Program	\$ 24,034.03	\$ 20,000.00	\$ -	\$ 44,034.03	\$ -	\$ 44,034.03
Sidewalk Maintenance Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Brine Maker and Tank	\$ 18,000.00	\$ -	\$ -	\$ 18,000.00	\$ -	\$ 18,000.00
Storage Containers	\$ 10,000.00	\$ -	\$ -	\$ 10,000.00	\$ -	\$ 10,000.00
Public Works Building Reserve	\$ 106,863.00	\$ -	\$ -	\$ 106,863.00	\$ -	\$ 106,863.00
	\$ 298,872.90	\$ 45,000.00	\$ -	\$ 343,872.90	\$ -	\$ 343,872.90
<u>DPW PARK DEPARTMENT</u>						
Tennis/Pickleball Court Renovation	\$ 112,215.46	\$ 416,000.00	\$ -	\$ 416,000.00	\$ -	\$ 416,000.00
Music Park	\$ 2,264.39	\$ -	\$ -	\$ 2,264.39	\$ -	\$ 2,264.39
	\$ 114,479.85	\$ 416,000.00	\$ -	\$ 418,264.39	\$ -	\$ 418,264.39
<u>UNCLASSIFIED IMPROVEMENT FUND</u>						
Old Village Hall Upper Floor Study	\$ 26,644.44	\$ -	\$ -	\$ 26,644.44	\$ -	\$ 26,644.44
DPW Yard Remediation	\$ -	\$ 45,000.00	\$ -	\$ 45,000.00	\$ -	\$ 45,000.00
Village Park Improvement Plan (Water Feature)	\$ 27,770.70	\$ 350,000.00	\$ -	\$ 350,000.00	\$ 74,987.50	\$ 275,012.50
Park Bench (donation)	\$ (1,434.21)	\$ -	\$ -	\$ (1,434.21)	\$ -	\$ (1,434.21)
Alta Loma/Riverview Storm Water	\$ (7,049.59)	\$ -	\$ -	\$ (7,049.59)	\$ -	\$ (7,049.59)
North Main Street Bike Trail Spur	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00	\$ -	\$ 50,000.00
Road Program Reserve	\$ 403.59	\$ -	\$ -	\$ 403.59	\$ -	\$ 403.59
Public Parking Reserve	\$ 183,447.95	\$ 125,000.00	\$ -	\$ 125,000.00	\$ 3,410.00	\$ 121,590.00
Molyneux Veterans Memorial	\$ 5,100.00	\$ -	\$ -	\$ 5,100.00	\$ -	\$ 5,100.00
Pigeon Creek Restoration - Phase 2	\$ 18,261.45	\$ 686,767.00	\$ -	\$ 686,767.00	\$ 558.56	\$ 686,208.44
Williamsburg Bridge	\$ 97,631.52	\$ -	\$ -	\$ 97,631.52	\$ -	\$ 97,631.52
Development Incentives	\$ (670,200.00)	\$ -	\$ -	\$ (670,200.00)	\$ -	\$ (670,200.00)
CONTINGENCY	\$ 17,162.91	\$ 1,693.00	\$ -	\$ 18,855.91	\$ -	\$ 18,855.91
	\$ (252,261.24)	\$ 1,208,460.00	\$ -	\$ 726,718.66	\$ 78,956.06	\$ 647,762.60
TOTALS	\$ 256,600.61	\$ 1,733,749.00	\$ -	\$ 1,641,267.90	\$ 102,327.06	\$ 1,538,940.84
TRANSFER TO OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FUND BALANCE APPLIED	\$ -	\$ -	\$ -	\$ 165,633.76	\$ -	\$ 165,633.76
ADJUSTED TOTAL	\$ 256,600.61	\$ 1,733,749.00	\$ -	\$ 1,806,901.66	\$ 102,327.06	\$ 1,704,574.60

1/1/2025	256,600.61	1,733,749.00	-	1,990,349.61	102,327.06	1,888,022.55
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VILLAGE OF THIENSVILLE
Historic Preservation Commission
MINUTES

DATE: Tuesday, January 7, 2025

LOCATION: 250 Elm Street, Thiensville, WI

TIME: 6:00 PM

I. CALL TO ORDER

II. ROLL CALL

Chairman

Richard Longabaugh

Staff

Andy Lafond

Commissioners

Joe Miller

Angelina Apostolos

Philip Eckert

Nate Matson (Excused)

Mary Giuliani (Excused)

Linda Unkefer

III. CITIZENS TO BE HEARD

A. Open to any resident or taxpayer on items not subject to a public hearing: Please be advised per §19.84(2), information will be received from the public. Village policy limits a three (3) minute time period per person, with time extension by the presiding official's discretion or a vote of 2/3 of the Board or Committee; be further advised that there may be limited discussion on the information received, however, no action will be taken under public comments. Written comments on agenda items are encouraged to be sent and addressed to the intended body by noon on the day of the meeting. Comments received timely will be forwarded to all members of the body. If you wish to speak, you must pre-register by emailing the Village Clerk at clandisch@village.thiensville.wi.us by 4:00 PM on the day of the meeting or by signing in immediately prior to the meeting.

None

IV. DATE AND TIME OF NEXT MEETING

V. APPROVAL OF MINUTES

A. November 12, 2024 (att)

MOTION to Approve With Changes to Spelling of "Staff" and "Philip" by Commissioner Eckert **SECONDED** by Commissioner Nelson. **MOTION CARRIED UNANIMOUSLY.**

Aye: 5

No: 0

Abstain: 0

VI. BUSINESS

A. Discussion and Action Regarding Change to Approved North Façade Plans for 207 S Main Street (att)

Director LaFond gave the background for this change and explained that the original design approved by the Commission was not possible due to structural issues.

Chad Kenmitz, President of Professional Consultants, Inc., further explained the inability to install a soffit as per the original design and cited the lack of structural bond beam as the core issue.

The new plan included matching architectural details and replaces the service doors with full-view glass doors as in the original approved plan.

MOTION to Approve Change to Approved North Facade Plans for the 207 S Main Street by Commissioner Giuliani **SECONDED** by Commissioner Eckert. **MOTION CARRIED UNANIMOUSLY.**

Aye: 5

No: 0

Abstain: 0

B. Discussion and Action Regarding Additional Sign Application for 207 S Main Street (att)

Director LaFond clarified that the Commission's role in this matter was to determine if the sign is compatible with the architectural character of the Historic District.

Director LaFond explained that this building is in the district, but this building itself isn't necessarily historic. Village Code allows for a sign on an awning or projection, as this sign would be, but prohibits the sign from extending past the awning or projection itself. A waiver for a sign that projects past the awning will need to be granted by the Plan Commission.

Director LaFond shared that the designer of the building in question had put forth a secondary option of placing the signage directly on the exterior wall rather than extending it out.

MOTION to Approve Additional Sign Application for 207 S Main Street by Commissioner Miller
SECONDED by Commissioner Unkefer. **MOTION CARRIED UNANIMOUSLY.**

Aye: 5

No: 0

Abstain: 0

C. Discussion regarding meeting schedule and 2025 initiatives (att)

Director LaFond pointed out the importance of regular meetings to stay in practice and maintain cohesion. and suggested future meeting topics, such as a walk around the village to identify buildings in need of attention from the Commission.

Commissioner Unkefer mentioned the existence of a statewide Historical Preservation meeting. Director LaFond shared that there are funds available to register for that meeting if any Commissioners would like to attend.

Chairman Longabaugh inquired if there was a list somewhere in the Village of all the sites that are considered historic.

Director LaFond replied that there is a digital list and mentioned a previous initiative by the Commission to designate all the historic sites officially and that it was something the Commission could take up again. Doing so would require regular meetings of the Commission to determine the language for the plaques that would be placed at the sites.

Commissioner Unkefer asked if there were informational materials available to residents in regard to the historic sites in the Village.

Director LaFond answered that, yes, there were still some historic books available to purchase at Village Hall and suggested that a table could be setup by the Commission at the Village Farmer's Market to help make that information available. Chairman Longabaugh agreed with that idea and also mentioned that historic information could be added to the already existing information kiosk at the Farmer's Market as well.

VII. STAFF REPORT

VIII. ADJOURNMENT

MOTION to Adjourn at 6:32 PM by Commissioner Miller **SECONDED** by Commissioner Eckert. **MOTION CARRIED UNANIMOUSLY.**

Aye: 5

No: 0

Abstain: 0

**VILLAGE OF THIENSVILLE
DISBURSEMENTS FOR APPROVAL**

MARCH BOARD

Checks Issued February 2025, Electronic	\$59,229.42
Checks Issued February 2025, Manual	\$73,295.00
Checks Issued March 2025, Electronic	<u>\$127,245.23</u>

GRAND TOTAL	<u><u>\$259,769.65</u></u>
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Library: Information Only

Checks Issued February 2025, Electronic	\$41,400.82
Checks Issued March 2025, Electronic	<u>\$41,223.74</u>

\$82,624.56

John Rosing, Village President

Colleen Landisch-Hansen, Administrator

CHECK DISBURSEMENT REPORT FOR VILLAGE OF THIENSVILLE

CHECK DATE 02/15/2025 - 02/28/2025

- CHECK TYPE: EFT FUNDS: 01, 07, 14, 16, 19 (3 more)

Check Date	Bank Account	Check #	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND							
02/28/2025	GEN	1946(E)#	ADP, LLC	FED/WAGES PD 2-21-2025	21512	00-000	4,252.58
				WI/WAGES PD 2-21-2025	21513	00-000	2,274.49
				FICA/WAGES PD 2-21-2025	21511	00-000	4,110.41
				ADM/WAGES PD 2-21-2025	51196	01-511	326.93
				ADM STAFF/WAGES PD 2-21-2025	51199	01-511	494.89
				TPD CHIEF/WAGES PD 2-21-2025	51197	03-521	375.43
				TPD/WAGES PD 2-21-2025	51199	03-521	2,646.65
				DPW/WAGES PD 2-21-2025	51199	04-541	1,780.42
				DIRECTDEP/WAGES PD 2-21-2025	11160	00-000	36,593.28
		Check GEN 1946(E)	Total for Fund 01 GENERAL FUND				52,855.08
02/28/2025	GEN	1947(E)	ADP, LLC	PAYROLL PROCESSING/WAGES PD 2-21-2025	52210	01-511	91.09
02/28/2025	GEN	1948(E)	ADP, LLC	TIME & ATTENDANCE/FEBRUARY	52210	01-511	60.35
02/28/2025	GEN	1950(E)*#	DELTA DENTAL OF WISCONSIN	DENTAL/MARCH	51196	01-511	64.69
				DENTAL/MARCH	51199	01-511	176.43
				DENTAL/MARCH	51197	03-521	117.62
				DENTAL/MARCH	51199	03-521	988.25
				DENTAL/MARCH	51199	04-541	469.30
				DENTAL/MARCH	51199	04-542	118.80
		Check GEN 1950(E)	Total for Fund 01 GENERAL FUND				1,935.09
02/28/2025	GEN	1951(E)	DELTA DENTAL OF WISCONSIN	SUPPLEMENTAL DENTAL/MARCH	21531	00-000	106.32
02/28/2025	GEN	1952(E)	DELTA DENTAL OF WISCONSIN	VISION/MARCH	21532	00-000	157.22
02/28/2025	GEN	1953(E)	GFL ENVIRONMENTAL	SANITARY LANDFILL - EARLY FEBRUARY	52228	04-541	1,582.58
				COMPLIANCE & BUSINESS IMPACT CHARGE	52228	04-541	156.67
		Check GEN 1953(E)	Total for Fund 01 GENERAL FUND				1,739.25
02/28/2025	GEN	1954(E)	ICMA RETIREMENT TRUST	LANDISCH/WAGES 1-10-2025	21565	00-000	50.00
				MIKYSKA/WAGES 1-10-2025	21565	00-000	284.01
				WILLIAMS/WAGES 1-10-2025	21565	00-000	128.68
		Check GEN 1954(E)	Total for Fund 01 GENERAL FUND				462.69
02/28/2025	GEN	1956(E)	WI DEFERRED COMP PROGRAM	NEUMAN/WAGES PAID 1-10-2025	21560	00-000	225.00
				KLEPPIN/WAGES PAID 1-10-2025	21560	00-000	800.00
				DECHANT/WAGES PAID 1-10-2025	21560	00-000	100.00
				EIBS/WAGES PAID 1-10-2025	21560	00-000	100.00
				TUCHEL/WAGES PAID 1-10-2025	21560	00-000	373.85
		Check GEN 1956(E)	Total for Fund 01 GENERAL FUND				1,598.85
Total For Fund: 01							59,005.94
Fund: 19 STORM WATER MANAGEMENT							
02/28/2025	GEN	1950(E)*#	DELTA DENTAL OF WISCONSIN	DENTAL/MARCH	51199	18-541	17.64
Total For Fund: 19							17.64
Fund: 21 SEWER UTILITY							
02/28/2025	GEN	1950(E)*#	DELTA DENTAL OF WISCONSIN	DENTAL/MARCH	51199	05-610	164.67
Total For Fund: 21							164.67

CHECK DISBURSEMENT REPORT FOR VILLAGE OF THIENSVILLE

CHECK DATE 02/15/2025 - 02/28/2025

- CHECK TYPE: EFT FUNDS: 01, 07, 14, 16, 19 (3 more)

Check Date	Bank Account	Check #	Payee	Description	Account	Dept	Amount
Fund: 42 TAX INCREMENT DISTRICT #2							
02/28/2025	GEN	1950(E)*#	DELTA DENTAL OF WISCONSIN	DENTAL/MARCH	51199	10-042	41.17
Total For Fund: 42							41.17
Report Total:							59,229.42

'*'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE FUND

'#'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE DEPARTMENT

CHECK DISBURSEMENT REPORT FOR VILLAGE OF THIENSVILLE

CHECK DATE 02/20/2025 - 02/28/2025

- CHECK TYPE: PAPER CHECK FUNDS: 01, 07, 14, 16, 19 (3 more)

Check Date	Bank Account	Check #	Payee	Description	Account	Dept	Amount
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT							
02/20/2025	GEN	29310	COMMERCIAL RECREATION SPECIALISTS	VILLAGE PARK IMPROVEMENTS	57707	14-554	73,295.00
Total For Fund: 14							73,295.00
Report Total:							73,295.00

CHECK DISBURSEMENT REPORT FOR VILLAGE OF THIENSVILLE

CHECK DATE 03/01/2025 - 03/07/2025

- CHECK TYPE: EFT FUNDS: 01, 07, 14, 19, 21 (2 more)

Check Date	Bank Account	Check #	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND							
03/04/2025	GEN	1922(E)#	CARDMEMBER SERVICE	TRAVEL/TRAINING/SEMINARS	51115	01-511	25.00
				OFFICE DEPOT: LEGAL PADS, 8.5x11 PAPER,	53300	01-511	407.66
				ZOOM MONTHLY 1/20/25-2/19/25	55318	04-541	33.74
				OFFICE DEPOT - ADD MAC RL, HP INK, SCISS	53300	01-511	149.44
				PD CHALLENGE COINS	34160	00-000	536.50
				HP 17.3 LAPTOP W/ WIND 11 PRO	53314	03-521	518.16
				PHOTO BACKDROP & PROMO TABLECLOTH	34160	00-000	395.56
				CHIEF CONF - CHIEF FINAL ROOM PAY	51115	03-521	134.46
				NEUMAN FINAL ROOM PAY - CHIEF CONF	51115	03-521	255.69
				STATE OF THE COMMUNITY LUNCHEON/C.LANDIS	51115	01-511	40.00
				STATE OF THE COMMUNITY LUNCHEON/B.HONECK	52203	01-511	40.00
				STATE OF THE COMMUNITY LUNCHEON/K.ECKERT	52203	01-510	40.00
				STATE OF THE COMMUNITY LUNCHEON/D.LANGE	52203	01-510	40.00
				STATE OF THE COMMUNITY LUNCHEON/A.LAFOND	52203	04-541	40.00
				NAPA - BELT TENSIONER & THERMOSTAT	53330	04-541	89.59
				OTTER/JANUARY	55318	04-541	30.00
				E-FILE, PRINT, & MAIL 1099	53399	01-511	104.50
				HP 17.3 LAPTOP RETURN/REF (WRONG MODEL)	53314	03-521	(444.85)
				Check GEN 1922(E) Total for Fund 01 GENERAL FUND			2,435.45
03/07/2025	GEN	1958(E)#	ADP, LLC	FED/WAGES PD 3-7-2025	21512	00-000	4,845.19
				WI/WAGES PD 3-7-2025	21513	00-000	2,414.42
				FICA/WAGES PD 3-7-2025	21511	00-000	4,327.72
				ADM/WAGES PD 3-7-2025	51196	01-511	326.93
				ADM STAFF/WAGES PD 3-7-2025	51199	01-511	484.77
				TPD CHIEF/WAGES PD 3-7-2025	51197	03-521	301.04
				TPD/WAGES PD 3-7-2025	51199	03-521	2,472.19
				DPW/WAGES PD 3-7-2025	51199	04-541	1,703.59
				DIRECTDEP/WAGES PD 3-7-2025	11160	00-000	38,515.40
				Check GEN 1958(E) Total for Fund 01 GENERAL FUND			55,391.25
03/07/2025	GEN	1959(E)*#	DEPT. OF EMPLOYEE TRUST FUNDS	ADM HEALTH/APRIL	51196	01-511	1,407.97
				ADM STAFF HEALTH/APRIL	51199	01-511	3,839.91
				TPD CHIEF HEALTH/APRIL	51197	03-521	2,559.94
				TPD HEALTH/APRIL	51199	03-521	17,126.78
				DPW HEALTH/APRIL	51199	04-541	10,214.16
				PARK HEALTH/APRIL	51199	04-542	2,585.54
				ADM ANNUITANT HEALTH/APRIL	51195	01-511	1,065.86
				Check GEN 1959(E) Total for Fund 01 GENERAL FUND			38,800.16
03/07/2025	GEN	1960(E)	GFL ENVIRONMENTAL	SANITARY LANDFILL - LATE FEBRUARY	52228	04-541	1,381.64
				COMPLIANCE & BUSINESS IMPACT CHARGE	52228	04-541	136.78
				Check GEN 1960(E) Total for Fund 01 GENERAL FUND			1,518.42
03/07/2025	GEN	1961(E)	GFL ENVIRONMENTAL	SANITARY LANDFILL - LATE JANUARY	52228	04-541	1,487.50
				COMPLIANCE & BUSINESS IMPACT CHARGE	52228	04-541	147.26
				Check GEN 1961(E) Total for Fund 01 GENERAL FUND			1,634.76
03/07/2025	GEN	1962(E)	ICMA RETIREMENT TRUST	LANDISCH/WAGES 1-10-2025	21565	00-000	50.00
				MIKYSKA/WAGES 1-10-2025	21565	00-000	284.01
				WILLIAMS/WAGES 1-10-2025	21565	00-000	128.68
				Check GEN 1962(E) Total for Fund 01 GENERAL FUND			462.69

CHECK DISBURSEMENT REPORT FOR VILLAGE OF THIENSVILLE

CHECK DATE 03/01/2025 - 03/07/2025

- CHECK TYPE: EFT FUNDS: 01, 07, 14, 19, 21 (2 more)

Check Date	Bank Account	Check #	Payee	Description	Account	Dept	Amount
Fund: 01 GENERAL FUND							
03/07/2025	GEN	1963(E)	WI DEFERRED COMP PROGRAM	NEUMAN/WAGES PAID 3-7-2025	21560	00-000	225.00
				KLEPPIN/WAGES PAID 3-7-2025	21560	00-000	800.00
				DECHANT/WAGES PAID 3-7-2025	21560	00-000	100.00
				EIBS/WAGES PAID 3-7-2025	21560	00-000	100.00
				TUCHEL/WAGES PAID 3-7-2025	21560	00-000	493.01
			Check GEN 1963(E) Total for Fund 01 GENERAL FUND				1,718.01
03/07/2025	GEN	1964(E)*#	WISCONSIN RETIREMENT SYSTEM	ADM/WRS	51196	01-511	335.20
				ADM STAFF/WRS	51199	01-511	487.46
				TPD CHIEF/WRS	51197	03-521	1,195.02
				TPD/WRS	51199	03-521	7,153.40
				DPW/WRS	51199	04-541	1,524.88
				PARK/WRS	51199	04-542	391.36
				/WRS	21520	00-000	7,655.16
			Check GEN 1964(E) Total for Fund 01 GENERAL FUND				18,742.48
03/07/2025	GEN	1965(E)*#	AT &T (U-VERSE INTERNET)	AT&T FEBRUARY/INTERNET & PHONE	53303	01-511	32.53
				AT&T FEBRUARY/INTERNET & PHONE	53303	03-521	65.07
				AT&T FEBRUARY/INTERNET & PHONE	53303	04-541	19.52
			Check GEN 1965(E) Total for Fund 01 GENERAL FUND				117.12
03/07/2025	GEN	1966(E)*#	US CELLULAR	FIRE/FEB CELLULAR	53303	03-522	177.16
				TPD/FEB CELLULAR	53303	03-521	353.31
				DPW/FEB CELLULAR	53303	04-541	56.33
				ADM/FEB CELLULAR	53303	01-511	56.33
			Check GEN 1966(E) Total for Fund 01 GENERAL FUND				643.13
Total For Fund: 01							121,463.47
Fund: 19 STORM WATER MANAGEMENT							
03/07/2025	GEN	1959(E)*#	DEPT. OF EMPLOYEE TRUST FUNDS	STORM HEALTH/APRIL	51199	18-541	383.99
03/07/2025	GEN	1964(E)*#	WISCONSIN RETIREMENT SYSTEM	STORM/WRS	51199	18-541	73.32
Total For Fund: 19							457.31
Fund: 21 SEWER UTILITY							
03/07/2025	GEN	1959(E)*#	DEPT. OF EMPLOYEE TRUST FUNDS	SWR HEALTH/APRIL	51199	05-610	3,711.91
03/07/2025	GEN	1964(E)*#	WISCONSIN RETIREMENT SYSTEM	SWR/WRS	51199	05-610	631.64
03/07/2025	GEN	1965(E)*#	AT &T (U-VERSE INTERNET)	AT&T FEBRUARY/INTERNET & PHONE	53303	05-610	13.01
03/07/2025	GEN	1966(E)*#	US CELLULAR	SWR/FEB CELLULAR	53303	05-610	25.89
Total For Fund: 21							4,382.45
Fund: 42 TAX INCREMENT DISTRICT #2							
03/07/2025	GEN	1959(E)*#	DEPT. OF EMPLOYEE TRUST FUNDS	TIF HEALTH/APRIL	51199	10-042	767.98
03/07/2025	GEN	1964(E)*#	WISCONSIN RETIREMENT SYSTEM	TIF/WRS	51199	10-042	174.02
Total For Fund: 42							942.00
Report Total:							127,245.23

'*'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE FUND

CHECK DISBURSEMENT REPORT FOR VILLAGE OF THIENSVILLE

CHECK DATE 03/01/2025 - 03/07/2025

- CHECK TYPE: EFT FUNDS: 01, 07, 14, 19, 21 (2 more)

Check Date	Bank Account	Check #	Payee	Description	Account Dept	Amount
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'#'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE DEPARTMENT

CHECK DISBURSEMENT REPORT FOR VILLAGE OF THIENSVILLE

CHECK DATE 02/20/2025 - 02/28/2025

- CHECK TYPE: EFT FUNDS: 97, 98, 99

Check Date	Bank Account	Check #	Payee	Description	Account	Dept	Amount
Fund: 99 F. L. WEYENBERG LIBRARY FUND							
02/28/2025	GEN	1940(E)	ADP, INC.	PAYROLL PROCESSING	52289	92-551	61.24
02/28/2025	GEN	1941(E)	ADP, INC.	PAYROLL PROCESSING	52289	92-551	73.35
02/28/2025	GEN	1942(E)#	ADP, LLC	WAGES PD 2-21-2025	21512	00-000	1,719.72
				WAGES PD 2-21-2025	21513	00-000	890.71
				WAGES PD 2-21-2025	21511	00-000	1,862.82
				WAGES PD 2-21-2025	51199	91-551	1,862.82
				WAGES PD 2-21-2025	11160	00-000	18,268.81
		Check GEN 1942(E)	Total for Fund 99 F. L. WEYENBERG LIBRARY FUND				24,604.88
02/28/2025	GEN	1943(E)#	ELAN FINANCIAL SERVICES	CONTRACTED SERVICES-TECHNOLOGY	52284	92-551	136.02
				BUILDING SUPPLIES	53308	94-551	622.86
				TRAVEL/TRAINING/SEMINARS	51115	91-551	171.88
				MEDIA	53371	93-551	70.45
				POSTAGE	52201	92-551	219.00
		Check GEN 1943(E)	Total for Fund 99 F. L. WEYENBERG LIBRARY FUND				1,220.21
02/28/2025	GEN	1944(E)#	WISCONSIN RETIREMENT SYSTEM	WI RETIREMENT	21520	00-000	2,181.42
				FRINGE BENEFITS	51199	91-551	2,181.42
		Check GEN 1944(E)	Total for Fund 99 F. L. WEYENBERG LIBRARY FUND				4,362.84
02/28/2025	GEN	1945(E)#	WISCONSIN RETIREMENT SYSTEM	WI RETIREMENT	21520	00-000	1,675.94
				FRINGE BENEFITS	51199	91-551	1,675.94
		Check GEN 1945(E)	Total for Fund 99 F. L. WEYENBERG LIBRARY FUND				3,351.88
02/28/2025	GEN	1957(E)#	DEPT. OF EMPLOYEE TRUST FUNDS	HEALTH INSURANCE WITHHOLDING	21530	00-000	927.17
				FRINGE BENEFITS	51199	91-551	6,799.25
		Check GEN 1957(E)	Total for Fund 99 F. L. WEYENBERG LIBRARY FUND				7,726.42
Total For Fund: 99							41,400.82
Report Total:							41,400.82

'#'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE DEPARTMENT

CHECK DISBURSEMENT REPORT FOR VILLAGE OF THIENSVILLE

CHECK DATE 03/01/2025 - 03/07/2025

- CHECK TYPE: EFT FUNDS: 98, 99

Check Date	Bank Account	Check #	Payee	Description	Account	Dept	Amount
Fund: 99 F. L. WEYENBERG LIBRARY FUND							
03/07/2025	GEN	1967(E)#	DEPT. OF EMPLOYEE TRUST FUNDS	HEALTH INSURANCE WITHHOLDING	21530	00-000	1,218.83
				FRINGE BENEFITS	51199	91-551	8,938.11
		Check GEN 1967(E)	Total for Fund 99 F. L. WEYENBERG LIBRARY FUND				10,156.94
03/07/2025	GEN	1968(E)#	ADP, INC.	SALARIES & WAGES	51100	91-551	18,204.53
				FEDERAL WITHHOLDING TAX	21512	00-000	1,707.06
				WISCONSIN WITHHOLDING	21513	00-000	884.99
				SOCIAL SECURITY TAX	21511	00-000	3,714.68
		Check GEN 1968(E)	Total for Fund 99 F. L. WEYENBERG LIBRARY FUND				24,511.26
03/07/2025	GEN	1969(E)#	WISCONSIN RETIREMENT SYSTEM	WI RETIREMENT	21520	00-000	3,277.77
				FRINGE BENEFITS	51199	91-551	3,277.77
		Check GEN 1969(E)	Total for Fund 99 F. L. WEYENBERG LIBRARY FUND				6,555.54
Total For Fund: 99							41,223.74
Report Total:							41,223.74

'#'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE DEPARTMENT

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Assets						
Department: 00-000						
01-00-000-11110	CHECKING - PWSB/BMO GENERAL		(2,840,086.18)	(2,484,415.52)	1,111,780.71	(1,728,305.47)
01-00-000-11113	FLEX-BANCORP		2,500.00	0.00	0.00	2,500.00
01-00-000-11120	TAX ACCOUNT (PWSB)		(275,467.92)	131.25	275,609.74	141.82
01-00-000-11155	PORT WASHINGTON STATE BANK/CD		500,000.00	0.00	0.00	500,000.00
01-00-000-11210	ACT 102 FUNDS		(40,192.85)	27,997.85	40,192.85	0.00
01-00-000-11220	POLICE DONATION FUND		(11,090.73)	16,200.89	11,090.73	0.00
01-00-000-11230	FIRE DONATION FUND		(20,051.04)	20,101.04	20,051.04	0.00
01-00-000-11710	INVESTMENTS		4,218,240.73	2,332,513.61	(1,433,919.04)	2,784,321.69
01-00-000-11800	PETTY CASH		500.00	0.00	0.00	500.00
01-00-000-12100	TAXES RECEIVABLE		2,124,664.46	2,379,732.00	255,067.54	2,379,732.00
01-00-000-12320	DELINQUENT PERSONAL PROPERTY		4,893.29	0.00	937.03	5,830.32
01-00-000-12321	DEL. SWR. BILLS DUE FROM CTY.		4,647.87	(1,106.42)	(3,237.19)	1,410.68
01-00-000-13100	ACCOUNTS RECEIVABLE		16,147.36	3,474.10	2,651.10	18,798.46
01-00-000-13210	LEASE RECEIVABLE - TOWERCO		869,080.00	(15,559.00)	(15,559.00)	853,521.00
01-00-000-13300	ACCRUED INTEREST RECEIVABLE		2,206.85	0.00	(2,206.85)	0.00
01-00-000-16160	GASOLINE INVENTORY		3,100.00	0.00	0.00	3,100.00
01-00-000-16210	DEFERRED OUTFLOW		159,662.65	331.21	331.21	159,993.86
01-00-000-16230	DEFERRED EXPENDITURE		42,871.90	50,287.85	13,264.70	56,136.60
01-00-000-18100	INTANGIBLE ASSETS		15,235.00	(5,827.00)	(5,827.00)	9,408.00
01-00-000-18210	LAND		416,177.00	0.00	0.00	416,177.00
01-00-000-18215	EASEMENTS		12,925.00	0.00	0.00	12,925.00
01-00-000-18299	LAND HELD FOR RESALE		1,119,500.00	(194,400.00)	(194,400.00)	925,100.00
01-00-000-18300	BUILDINGS		1,254,753.00	77,578.00	77,578.00	1,332,331.00
01-00-000-18400	IMPROVEMENTS OTHER THAN BLDG		1,403,104.00	(188,646.00)	(188,646.00)	1,214,458.00
01-00-000-18500	MACHINERY AND EQUIPMENT		1,834,682.00	(806,213.00)	(806,213.00)	1,028,469.00
01-00-000-18550	FURNITURE AND FIXTURES		31,858.00	(5,827.00)	(5,827.00)	26,031.00
01-00-000-18790	CONSTRUCTION IN PROGRESS		217,446.00	581,443.00	581,443.00	798,889.00
01-00-000-18800	MUSEUM ITEM - FIRE TRUCK		47,197.00	0.00	0.00	47,197.00
01-00-000-18810	INFRASTRUCTURE		3,325,847.00	(48,234.00)	(48,234.00)	3,277,613.00
01-00-000-18820	STORMWATER INFRASTRUCTURE		4,372,368.00	(95,682.00)	(95,682.00)	4,276,686.00
Total Department 00-000:			18,812,718.39	1,643,880.86	(409,753.43)	18,402,964.96
Assets			18,812,718.39	1,643,880.86	(409,753.43)	18,402,964.96
Account Category: Liabilities						
Department: 00-000						
01-00-000-21110	ACCOUNTS PAYABLE		88,726.92	50,081.17	(34,489.67)	54,237.25
01-00-000-21511	SOCIAL SECURITY TAX		0.00	(215.45)	0.00	0.00
01-00-000-21520	WI RETIREMENT		0.00	(10,142.27)	0.00	0.00
01-00-000-21530	HEALTH INSURANCE WITHHOLDING		0.00	(18,008.39)	0.00	0.00
01-00-000-21531	DENTAL INSURANCE WITHHOLDING		0.00	(86.56)	0.00	0.00
01-00-000-21532	VISION INSURANCE WITHHOLDING		0.00	(129.50)	0.00	0.00
01-00-000-21533	LIFE INSURANCE WITHHOLDING		0.00	(3,390.02)	0.00	0.00
01-00-000-21534	ACCIDENTAL INS WITHHOLDING		4.05	30.29	(4.05)	0.00
01-00-000-21550	PROFESSIONAL POLICE ASSOC.		0.00	247.50	0.00	0.00
01-00-000-21580	GARNISHMENT		0.00	(340.15)	0.00	0.00
01-00-000-21590	FLEX BENEFIT		7,875.06	11,908.85	4,229.52	12,104.58
01-00-000-21700	ACCRUED PAYROLL		27,122.96	33,305.83	6,182.87	33,305.83
01-00-000-23160	DEPOSIT-DEVELP. APPLICATION		1,003.65	1,710.94	1,371.94	2,375.59
01-00-000-23165	REFUNDS - PARK DEPOSIT		600.00	0.00	100.00	700.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Liabilities						
Department: 00-000						
01-00-000-23166	SOFTBALL ASSOC. PARK DEPOSIT		1,000.00	0.00	0.00	1,000.00
01-00-000-23170	MISCELLANEOUS REFUNDS		1,400.00	0.00	2,700.00	4,100.00
01-00-000-26110	DEFERRED REVENUES		2,128,558.19	2,384,738.01	256,209.82	2,384,768.01
01-00-000-26120	UNEARNED LEASE REVENUE - TOWER		869,080.00	(15,559.00)	(15,559.00)	853,521.00
01-00-000-29620	ACCRUED COMPENSATORY TIME		159,662.65	331.21	331.21	159,993.86
Total Department 00-000:			3,285,033.48	2,434,482.46	221,072.64	3,506,106.12
Liabilities			3,285,033.48	2,434,482.46	221,072.64	3,506,106.12
Account Category: Fund Equity						
Department: 00-000						
01-00-000-32000	INVESTMENTS IN FIXED ASSETS		14,051,093.00	(685,809.00)	(685,809.00)	13,365,284.00
01-00-000-33900	UNAPPROPRIATED		219,837.10	(18,624.10)	(18,624.10)	201,213.00
01-00-000-34110	RESERVED/DELINQUENT PERS PROP		4,893.29	0.00	0.00	4,893.29
01-00-000-34111	RESERVED/DELINQUENT SEWER BILL		4,647.87	0.00	0.00	4,647.87
01-00-000-34112	DESIGNATED/COMPENSATED ABSENCE		159,662.65	331.21	331.21	159,993.86
01-00-000-34113	RESERVED/PARK DEDICATION FEE		4,500.00	0.00	0.00	4,500.00
01-00-000-34120	RESERVED/INVENTORIES		3,100.00	0.00	0.00	3,100.00
01-00-000-34160	TPD DONATIONS		0.00	18,400.89	18,400.89	18,400.89
01-00-000-34210	APPROP.-CORPORATE RESERVES		598,000.00	0.00	0.00	598,000.00
01-00-000-34212	APPROPRIATED-WRKG CAPITAL		481,951.00	0.00	0.00	481,951.00
Total Department 00-000:			15,527,684.91	(685,701.00)	(685,701.00)	14,841,983.91
Fund Equity			15,527,684.91	(685,701.00)	(685,701.00)	14,841,983.91
Account Category: Revenues						
Department: 40-001 LOCAL PROPERTY TAXES						
01-40-001-41000	GENERAL OPERATIONS	2,124,664.00	0.00	0.00	2,124,664.00	2,124,664.00
Total Department 40-001:		2,124,664.00	0.00	0.00	2,124,664.00	2,124,664.00
Department: 41-002 SHARED REVENUES						
01-41-002-43410	STATE SHARED REVENUE	148,927.00	0.00	0.00	148,926.77	148,926.77
Total Department 41-002:		148,927.00	0.00	0.00	148,926.77	148,926.77
Department: 41-003 GRANTS & AIDS						
01-41-003-43420	FIRE INSURANCE DUES	17,500.00	0.00	0.00	18,914.71	18,914.71
01-41-003-43430	EXEMPT COMPUTER AID	4,179.00	0.00	0.00	4,178.66	4,178.66
01-41-003-43440	LOCAL TRANSPORTATION AIDS	193,289.00	0.00	0.00	193,317.60	193,317.60
01-41-003-43450	VIDEO SERVICE PROVIDER AIDS	9,471.00	0.00	0.00	9,470.83	9,470.83
01-41-003-43520	LAW ENFORCEMENT GRANT	1,120.00	0.00	0.00	2,880.00	2,880.00
01-41-003-43560	RECYCLING GRANT	9,500.00	0.00	0.00	9,530.57	9,530.57
Total Department 41-003:		235,059.00	0.00	0.00	238,292.37	238,292.37
Department: 41-007 OTHER						
01-41-007-47311	OTHER SVCS TO OTHER LOCAL GOV'T	15,000.00	0.00	1,834.22	12,228.39	12,228.39
Total Department 41-007:		15,000.00	0.00	1,834.22	12,228.39	12,228.39
Department: 41-011 PARK & RECREATION						
01-41-011-47310	FISCAL AGENT FEES - LIBRARY	8,000.00	0.00	0.00	8,000.00	8,000.00
Total Department 41-011:		8,000.00	0.00	0.00	8,000.00	8,000.00
Department: 42-004 LICENSES						

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Revenues						
Department: 42-004 LICENSES						
01-42-004-44110	LIQUOR & MALT BEVERAGE	9,500.00	0.00	0.00	8,282.00	8,282.00
01-42-004-44120	CIGARETTE	200.00	0.00	0.00	200.00	200.00
01-42-004-44212	DOG	2,000.00	0.00	(500.75)	1,318.25	1,318.25
01-42-004-44214	CAT LICENSES	200.00	0.00	0.00	175.00	175.00
01-42-004-44415	SUNDRY	700.00	0.00	(15.00)	165.00	165.00
Total Department 42-004:		12,600.00	0.00	(515.75)	10,140.25	10,140.25
Department: 42-005 PERMITS						
01-42-005-44320	BUILDING	50,000.00	0.00	2,050.30	42,109.11	42,109.11
01-42-005-44321	ELECTRICAL	15,000.00	0.00	350.00	8,987.48	8,987.48
01-42-005-44322	PLUMBING	15,000.00	0.00	525.00	8,527.25	8,527.25
01-42-005-44423	SUNDRY	2,500.00	0.00	250.00	1,596.37	1,596.37
Total Department 42-005:		82,500.00	0.00	3,175.30	61,220.21	61,220.21
Department: 42-006 FINES & FORFEITURES						
01-42-006-45110	COURT FINES	25,000.00	0.00	(706.99)	9,533.77	9,533.77
01-42-006-45130	PARKING FINES	15,000.00	0.00	670.00	8,383.00	8,383.00
Total Department 42-006:		40,000.00	0.00	(36.99)	17,916.77	17,916.77
Department: 42-007 OTHER						
01-42-007-44920	CABLE TV	19,000.00	0.00	253.59	16,828.13	16,828.13
01-42-007-48210	CELL TOWER LEASE	46,520.00	0.00	(30,960.00)	15,559.32	15,559.32
Total Department 42-007:		65,520.00	0.00	(30,706.41)	32,387.45	32,387.45
Department: 43-001 LOCAL PROPERTY TAXES						
01-43-001-46725	PARK LAND DEDICATION	7,000.00	0.00	0.00	4,000.00	4,000.00
Total Department 43-001:		7,000.00	0.00	0.00	4,000.00	4,000.00
Department: 43-008 GENERAL GOVERNMENT						
01-43-008-46100	GENERAL GOVERNMENT	4,750.00	0.00	160.00	983.50	983.50
01-43-008-46142	ASSESSMENT LETTERS	3,000.00	0.00	700.00	3,900.00	3,900.00
Total Department 43-008:		7,750.00	0.00	860.00	4,883.50	4,883.50
Department: 43-009 PROTECTION-PERSONS & PROPERTY						
01-43-009-46210	POLICE DEPARTMENT FEES	2,500.00	0.00	143.55	1,840.35	1,840.35
Total Department 43-009:		2,500.00	0.00	143.55	1,840.35	1,840.35
Department: 43-010 HEALTH & SANITATION						
01-43-010-46420	RECYCLING PROCEEDS	13,000.00	0.00	30.00	11,966.50	11,966.50
01-43-010-46421	DUMPSTER RENTAL	10,000.00	0.00	600.00	8,350.00	8,350.00
01-43-010-46422	ADDITIONAL TRASH CART FEE	500.00	0.00	0.00	1,125.00	1,125.00
01-43-010-46423	ADDITIONAL RECYCLING CART FEE	400.00	0.00	0.00	0.00	0.00
Total Department 43-010:		23,900.00	0.00	630.00	21,441.50	21,441.50
Department: 43-011 PARK & RECREATION						
01-43-011-46720	PARK FEES	8,000.00	0.00	(100.00)	6,700.00	6,700.00
01-43-011-46821	SOFTBALL ASSOCIATION PARK FEE	1,500.00	0.00	0.00	1,350.00	1,350.00
Total Department 43-011:		9,500.00	0.00	(100.00)	8,050.00	8,050.00
Department: 43-012 UNCLASSIFIED						
01-43-012-48000	MISCELLANEOUS	11,063.00	0.00	146.84	11,490.26	11,490.26
Total Department 43-012:		11,063.00	0.00	146.84	11,490.26	11,490.26

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

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Fund: 01 GENERAL FUND							
Account Category: Revenues							
Department: 44-013 INTEREST INCOME							
01-44-013-48100	INVESTMENT INTEREST	100,000.00	0.00	6,030.60	78,448.68		78,448.68
01-44-013-48110	INTEREST ON LEASE RECEIVABLE	0.00	0.00	30,960.00	30,960.00		30,960.00
Total Department 44-013:		100,000.00	0.00	36,990.60	109,408.68		109,408.68
Department: 45-015 OTHER INCOME							
01-45-015-47410	ADMIN. CHARGE TO SEWER UTILITY	40,000.00	0.00	40,000.00	40,000.00		40,000.00
01-45-015-48010	OTHER INCOME	25,000.00	0.00	(107.00)	188,165.00		188,165.00
01-45-015-48501	TPD DONATIONS	0.00	0.00	9,566.00	9,566.00		9,566.00
01-45-015-49220	TRANSFER FROM OTHER FUNDS	31,017.00	0.00	86,707.24	86,707.24		86,707.24
01-45-015-49300	FUND BALANCE APPLIED	140,000.00	0.00	0.00	0.00		0.00
Total Department 45-015:		236,017.00	0.00	136,166.24	324,438.24		324,438.24
Revenues		3,130,000.00	0.00	148,587.60	3,139,328.74		3,139,328.74
Account Category: Expenditures							
Department: 01-510 VILLAGE REPRESENTATION							
01-01-510-51106	VILLAGE BOARD	20,000.00	0.00	0.00	17,500.00		17,500.00
01-01-510-51112	ELECTION WORKERS	4,000.00	0.00	0.00	5,175.00		5,175.00
01-01-510-51199	FRINGE BENEFITS	1,530.00	0.00	0.00	1,530.00		1,530.00
01-01-510-52200	PRINTING & PUBLISHING	7,000.00	0.00	3,024.09	7,316.53		7,316.53
01-01-510-52201	POSTAGE	3,300.00	0.00	1,632.61	5,518.96		5,518.96
01-01-510-52202	DUES & SUBSCRIPTIONS	3,600.00	0.00	0.00	3,708.37		3,708.37
01-01-510-52203	TRAINING & MEETINGS	1,200.00	0.00	35.00	1,326.43		1,326.43
01-01-510-52205	PLANNER SERVICES	2,000.00	0.00	543.75	9,218.33		9,218.33
01-01-510-52206	AUDIT	22,700.00	0.00	505.00	18,897.00		18,897.00
01-01-510-52207	LEGAL COUNSEL	12,000.00	0.00	2,215.50	11,583.00		11,583.00
01-01-510-52208	ASSESSOR	6,600.00	0.00	0.00	4,950.00		4,950.00
01-01-510-53302	ELECTION EXPENSE	8,000.00	0.00	844.06	6,445.50		6,445.50
01-01-510-53397	AWARDS PROGRAM	3,000.00	0.00	4,095.00	5,027.82		5,027.82
01-01-510-53399	MISCELLANEOUS	900.00	0.00	160.95	2,665.37		2,665.37
Total Department 01-510:		95,830.00	0.00	13,055.96	100,862.31		100,862.31
Department: 01-511 VILLAGE ADMINISTRATION							
01-01-511-51100	SALARIES & WAGES	83,769.00	0.00	9,112.50	62,184.89		62,184.89
01-01-511-51101	OVERTIME	489.00	0.00	0.00	159.05		159.05
01-01-511-51108	ADMINISTRATOR	60,500.00	0.00	6,282.70	59,975.43		59,975.43
01-01-511-51115	TRAVEL/TRAINING/SEMINARS	3,000.00	0.00	505.36	2,588.36		2,588.36
01-01-511-51195	ANNUITANT FRINGE	8,180.00	0.00	0.00	9,010.20		9,010.20
01-01-511-51196	ADMINISTRATOR FRINGE	26,787.00	0.00	1,627.38	27,908.97		27,908.97
01-01-511-51199	FRINGE BENEFITS	44,251.00	0.00	5,175.23	34,149.92		34,149.92
01-01-511-52202	DUES & SUBSCRIPTIONS	1,200.00	0.00	0.00	1,843.44		1,843.44
01-01-511-52203	TRAINING & MEETINGS	500.00	0.00	0.00	492.52		492.52
01-01-511-52209	ENGINEERING SERVICES	7,000.00	0.00	1,573.50	5,188.00		5,188.00
01-01-511-52210	DATA PROCESSING	5,000.00	0.00	1,373.24	4,314.68		4,314.68
01-01-511-52211	CODIFICATION	1,150.00	0.00	0.00	1,150.00		1,150.00
01-01-511-52213	OFFICE EQUIPMENT/MAINTENANCE	250.00	0.00	0.00	329.82		329.82
01-01-511-53300	OFFICE SUPPLIES	3,000.00	0.00	581.67	3,739.01		3,739.01
01-01-511-53303	TELEPHONE	2,500.00	0.00	715.85	5,836.31		5,836.31
01-01-511-53304	ELECTRICITY	16,000.00	0.00	3,736.07	20,304.21		20,304.21
01-01-511-53305	HEAT	7,500.00	0.00	2,773.18	7,219.17		7,219.17

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Balance As of 12/31/2024

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Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 01-511 VILLAGE ADMINISTRATION						
01-01-511-53306	JANITOR SUPPLIES	1,500.00	0.00	0.00	308.35	308.35
01-01-511-53308	BUILDING SUPPLIES	18,000.00	0.00	594.97	12,489.97	12,489.97
01-01-511-53311	RECRUITMENT	0.00	0.00	882.00	2,149.00	2,149.00
01-01-511-53399	MISCELLANEOUS	250.00	0.00	687.06	1,109.29	1,109.29
Total Department 01-511:		290,826.00	0.00	35,620.71	262,450.59	262,450.59
Department: 01-522 FIRE DEPARTMENT						
01-01-522-52233	SOUTHERN OZAUKEE FIRE DEPT	275,996.00	0.00	0.00	277,410.71	277,410.71
Total Department 01-522:		275,996.00	0.00	0.00	277,410.71	277,410.71
Department: 01-551 LIBRARY						
01-01-551-52246	WEYENBERG LIBRARY	111,351.00	0.00	0.00	111,351.00	111,351.00
Total Department 01-551:		111,351.00	0.00	0.00	111,351.00	111,351.00
Department: 01-552 COMMUNITY SRO PROGRAM						
01-01-552-52235	COMMUNITY SRO PROGRAM	12,660.00	0.00	0.00	12,660.00	12,660.00
Total Department 01-552:		12,660.00	0.00	0.00	12,660.00	12,660.00
Department: 01-554 UNCLASSIFIED						
01-01-554-57710	CONTINGENCY	99,500.00	0.00	0.00	1,218.75	1,218.75
01-01-554-57715	FLEX BENEFIT	2,600.00	0.00	350.69	3,197.17	3,197.17
01-01-554-57730	UNEMPLOYMENT COMPENSATION	1,000.00	0.00	0.00	0.00	0.00
01-01-554-57735	THIENSVILLE BUSINESS ASSOC	5,000.00	0.00	0.00	5,000.00	5,000.00
01-01-554-57740	FAMILY SERVICE	2,000.00	0.00	0.00	2,000.00	2,000.00
01-01-554-57750	JULY 4TH ACTIVITY	4,000.00	0.00	0.00	4,629.61	4,629.61
01-01-554-57754	HISTORIC PRESERVATION	1,500.00	0.00	0.00	30.00	30.00
01-01-554-57756	PERSONAL PROPERTY TAXES	100.00	0.00	0.00	0.00	0.00
Total Department 01-554:		115,700.00	0.00	350.69	16,075.53	16,075.53
Department: 02-512 INSURANCE						
01-02-512-52237	WORKER S COMPENSATION	41,258.00	0.00	25,218.00	31,597.00	31,597.00
01-02-512-52242	BUSINESS PROPERTY	10,462.00	0.00	(1,397.00)	11,285.00	11,285.00
01-02-512-52243	ALL OTHER INSURANCE	48,995.00	0.00	(41,747.00)	39,370.00	39,370.00
Total Department 02-512:		100,715.00	0.00	(17,926.00)	82,252.00	82,252.00
Department: 03-521 POLICE DEPARTMENT						
01-03-521-51100	SALARIES & WAGES	628,461.00	0.00	64,636.48	523,575.26	523,575.26
01-03-521-51101	OVERTIME	15,191.00	0.00	1,722.16	39,767.78	39,767.78
01-03-521-51104	EDUCATIONAL INCENTIVE	1,000.00	0.00	0.00	1,000.00	1,000.00
01-03-521-51105	HOLIDAY PAY	16,871.00	0.00	13,960.92	13,960.92	13,960.92
01-03-521-51109	DPW EQUIPMENT MAINTENANCE CALL	3,233.00	0.00	335.71	3,257.59	3,257.59
01-03-521-51113	POLICE CHIEF SALARY	100,000.00	0.00	10,464.63	100,849.39	100,849.39
01-03-521-51115	TRAVEL/TRAINING/SEMINARS	1,000.00	0.00	216.00	780.61	780.61
01-03-521-51117	CONTRACT LABOR	0.00	0.00	0.00	13,148.43	13,148.43
01-03-521-51197	POLICE CHIEF FRINGE	52,422.00	0.00	2,791.13	51,416.93	51,416.93
01-03-521-51199	FRINGE BENEFITS	381,997.00	0.00	17,731.28	302,974.87	302,974.87
01-03-521-52200	PRINTING & PUBLISHING	100.00	0.00	36.73	219.38	219.38
01-03-521-52201	POSTAGE	500.00	0.00	10.75	28.45	28.45
01-03-521-52202	DUES & SUBSCRIPTIONS	500.00	0.00	0.00	619.00	619.00
01-03-521-52213	OFFICE EQUIPMENT/MAINTENANCE	100.00	0.00	0.00	0.00	0.00
01-03-521-52215	TRAINING - POLICE	6,000.00	0.00	526.01	5,406.87	5,406.87

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Fund: 01 GENERAL FUND							
Account Category: Expenditures							
Department: 03-521 POLICE DEPARTMENT							
01-03-521-52216	ANIMAL BOARDING	200.00	0.00	0.00		0.00	0.00
01-03-521-52218	SPECIAL POLICE	2,000.00	0.00	0.00		0.00	0.00
01-03-521-52219	TELETYPE	1,800.00	0.00	0.00		1,077.00	1,077.00
01-03-521-52220	RADAR/SIREN MAINTENANCE	300.00	0.00	0.00		0.00	0.00
01-03-521-52221	JUVENILE PROGRAM	2,000.00	0.00	2,255.84		2,836.62	2,836.62
01-03-521-52222	EMERGENCY GOVERNMENT	2,000.00	0.00	0.00		1,163.97	1,163.97
01-03-521-52223	RADIO MAINTENANCE	2,000.00	0.00	0.00		0.00	0.00
01-03-521-53300	OFFICE SUPPLIES	1,000.00	0.00	433.70		683.27	683.27
01-03-521-53301	PROCESSING SUPPLIES	1,000.00	0.00	0.00		0.00	0.00
01-03-521-53303	TELEPHONE	4,000.00	0.00	880.01		7,489.13	7,489.13
01-03-521-53307	SUPPLIES-COPY MACHINE	1,000.00	0.00	97.56		1,170.72	1,170.72
01-03-521-53310	FUEL	15,000.00	0.00	2,671.02		14,624.91	14,624.91
01-03-521-53311	RECRUITMENT	0.00	0.00	1,061.00		5,893.99	5,893.99
01-03-521-53312	UNIFORM ALLOWANCES	5,600.00	0.00	1,490.24		6,085.03	6,085.03
01-03-521-53313	PHOTO SUPPLIES	200.00	0.00	0.00		0.00	0.00
01-03-521-53314	INVESTIGATIONS	1,000.00	0.00	470.61		694.02	694.02
01-03-521-53315	TIRES	1,500.00	0.00	0.00		888.18	888.18
01-03-521-53316	REPAIRS & MAINTENANCE	2,500.00	0.00	0.00		1,172.46	1,172.46
01-03-521-53317	AMMUNITION	3,200.00	0.00	743.70		3,227.60	3,227.60
01-03-521-53350	BODY ARMOR/LEATHER GEAR	2,500.00	0.00	(687.50)		3,075.00	3,075.00
01-03-521-53398	OTHER SUPPLIES	2,000.00	0.00	142.24		1,269.77	1,269.77
01-03-521-55318	TECHNOLOGY SUPPLIES	0.00	0.00	37.50		333.97	333.97
Total Department 03-521:		1,258,175.00	0.00	122,027.72		1,108,691.12	1,108,691.12
Department: 03-522 FIRE DEPARTMENT							
01-03-522-51109	DPW EQUIPMENT MAINTENANCE CALL	0.00	0.00	0.00		(60.36)	(60.36)
01-03-522-52201	POSTAGE	0.00	0.00	5.58		5.58	5.58
01-03-522-53303	TELEPHONE	0.00	0.00	353.54		530.31	530.31
01-03-522-53320	TRUCK MAINTENANCE	0.00	0.00	12,195.00		12,195.00	12,195.00
01-03-522-53399	MISCELLANEOUS	0.00	0.00	0.00		169.50	169.50
Total Department 03-522:		0.00	0.00	12,554.12		12,840.03	12,840.03
Department: 03-523 INSPECTION							
01-03-523-52272	BUILDING INSPECTION	31,000.00	0.00	5,880.36		40,377.52	40,377.52
01-03-523-52273	PLUMBING INSPECTION	6,000.00	0.00	1,743.77		10,918.67	10,918.67
01-03-523-52274	ELECTRICAL INSPECTION	7,000.00	0.00	1,129.97		10,229.24	10,229.24
Total Department 03-523:		44,000.00	0.00	8,754.10		61,525.43	61,525.43
Department: 04-541 PUBLIC WORKS - STREET							
01-04-541-51100	SALARIES & WAGES	272,252.00	0.00	29,214.07		275,177.12	275,177.12
01-04-541-51101	OVERTIME	1,139.00	0.00	257.25		583.50	583.50
01-04-541-51102	PART-TIME	8,625.00	0.00	(9,796.18)		5,241.32	5,241.32
01-04-541-51199	FRINGE BENEFITS	159,930.00	0.00	2,910.09		156,004.10	156,004.10
01-04-541-52203	TRAINING & MEETINGS	500.00	0.00	35.00		265.00	265.00
01-04-541-52223	RADIO MAINTENANCE	500.00	0.00	0.00		0.00	0.00
01-04-541-52227	STREET MAINTENANCE	25,000.00	0.00	4,476.21		18,324.15	18,324.15
01-04-541-52228	SANITARY LANDFILL	50,000.00	0.00	11,375.19		53,411.72	53,411.72
01-04-541-52266	RECYCLING	56,000.00	0.00	5,955.80		48,047.05	48,047.05
01-04-541-53300	OFFICE SUPPLIES	300.00	0.00	0.00		74.12	74.12
01-04-541-53303	TELEPHONE	3,000.00	0.00	394.90		3,932.61	3,932.61

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 04-541 PUBLIC WORKS - STREET						
01-04-541-53304	ELECTRICITY	5,000.00	0.00	0.00	2,523.00	2,523.00
01-04-541-53305	HEAT	7,500.00	0.00	0.00	1,947.51	1,947.51
01-04-541-53308	BUILDING SUPPLIES	3,000.00	0.00	287.51	3,865.23	3,865.23
01-04-541-53309	BUILDING REPAIRS	4,000.00	0.00	699.00	1,139.19	1,139.19
01-04-541-53310	FUEL	19,000.00	0.00	5,077.48	22,878.30	22,878.30
01-04-541-53323	PROTECTIVE GEAR	500.00	0.00	0.00	96.75	96.75
01-04-541-53329	CLOTHING	2,250.00	0.00	546.52	1,635.07	1,635.07
01-04-541-53330	REPAIR PARTS/EQUIPMENT	18,000.00	0.00	997.28	32,869.39	32,869.39
01-04-541-53332	NUTS & BOLTS	100.00	0.00	12.99	51.13	51.13
01-04-541-53333	TOOLS	1,000.00	0.00	39.99	190.22	190.22
01-04-541-53334	STREET SIGNS	3,000.00	0.00	0.00	6,868.42	6,868.42
01-04-541-53335	STREET LIGHTING	25,000.00	0.00	6,346.89	34,909.50	34,909.50
01-04-541-53337	SALT & ICE CONTROL	29,000.00	0.00	281.61	2,224.59	2,224.59
01-04-541-53338	TREE & BRUSH CONTROL	1,200.00	0.00	130.94	423.70	423.70
01-04-541-53357	DIGGERS HOT LINE	1,200.00	0.00	9.60	870.40	870.40
01-04-541-53399	MISCELLANEOUS	500.00	0.00	0.00	310.95	310.95
01-04-541-55318	TECHNOLOGY SUPPLIES	1,000.00	0.00	590.99	4,992.88	4,992.88
Total Department 04-541:		698,496.00	0.00	59,843.13	678,856.92	678,856.92
Department: 04-542 PARK						
01-04-542-51100	SALARIES & WAGES	53,856.00	0.00	5,746.32	54,257.39	54,257.39
01-04-542-51101	OVERTIME	247.00	0.00	0.00	0.00	0.00
01-04-542-51102	PART-TIME	6,375.00	0.00	9,796.18	9,796.18	9,796.18
01-04-542-51199	FRINGE BENEFITS	31,373.00	0.00	1,129.56	30,866.21	30,866.21
01-04-542-52230	REPAIRS & MAINTENANCE	20,000.00	0.00	665.85	13,621.88	13,621.88
01-04-542-52285	WEPCO LEASE	400.00	0.00	0.00	467.48	467.48
01-04-542-53304	ELECTRICITY	9,000.00	0.00	1,343.79	10,730.52	10,730.52
01-04-542-53305	HEAT	2,500.00	0.00	207.35	1,161.88	1,161.88
Total Department 04-542:		123,751.00	0.00	18,889.05	120,901.54	120,901.54
Department: 05-541 OLD VILLAGE HALL						
01-05-541-53304	ELECTRICITY	1,100.00	0.00	209.53	1,014.68	1,014.68
01-05-541-53305	HEAT	1,000.00	0.00	109.19	786.77	786.77
01-05-541-53308	BUILDING SUPPLIES	400.00	0.00	0.00	44.25	44.25
Total Department 05-541:		2,500.00	0.00	318.72	1,845.70	1,845.70
Department: 07-554 UNCLASSIFIED						
01-07-554-57790	TRANSFERS TO OTHER FUNDS	0.00	0.00	0.00	236,730.93	236,730.93
Total Department 07-554:		0.00	0.00	0.00	236,730.93	236,730.93
Expenditures		3,130,000.00	0.00	253,488.20	3,084,453.81	3,084,453.81
Fund: 07 PARK IMPROVEMENT FUND						
Account Category: Assets						
Department: 00-000						
07-00-000-11110	CHECKING - PWSB/BMO GENERAL		1,896.55	283.00	21,480.13	23,376.68
07-00-000-11520	PARK IMPROVEMENT FUND		208,612.30	1,660.11	78,390.99	287,003.29
07-00-000-13100	ACCOUNTS RECEIVABLE		11,000.00	35,000.00	24,000.00	35,000.00
Total Department 00-000:			221,508.85	36,943.11	123,871.12	345,379.97
Assets			221,508.85	36,943.11	123,871.12	345,379.97

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 07 PARK IMPROVEMENT FUND						
Account Category: Fund Equity						
Department: 00-000						
07-00-000-33900	UNAPPROPRIATED		52,029.85	(98,118.00)	(98,118.00)	(46,088.15)
07-00-000-34151	RESERVED/WATER FEATURE		166,979.00	71,118.00	71,118.00	238,097.00
07-00-000-34152	RESERVED/ICE SKATING		500.00	0.00	0.00	500.00
07-00-000-34153	RESERVED/PAVILION		2,000.00	0.00	0.00	2,000.00
07-00-000-34157	RESERVED/COURT SPORTS		0.00	27,000.00	27,000.00	27,000.00
Total Department 00-000:			221,508.85	0.00	0.00	221,508.85
Fund Equity			221,508.85	0.00	0.00	221,508.85
Account Category: Revenues						
Department: 44-013 INTEREST INCOME						
07-44-013-48100	INVESTMENT INTEREST	5,000.00	0.00	1,191.36	13,799.96	13,799.96
Total Department 44-013:		5,000.00	0.00	1,191.36	13,799.96	13,799.96
Department: 45-011 PARK & RECREATION						
07-45-011-46741	GALA TICKET SALES	15,000.00	0.00	0.00	23,125.00	23,125.00
07-45-011-46742	GALA SPONSORSHIPS	25,000.00	0.00	0.00	14,500.00	14,500.00
07-45-011-46743	GALA PROCEEDS	45,000.00	0.00	150.00	54,571.08	54,571.08
07-45-011-46750	DOG DAYS TICKET SALES	2,000.00	0.00	0.00	809.50	809.50
07-45-011-46751	DOG DAYS SPONSORSHIPS	500.00	0.00	600.00	2,804.91	2,804.91
07-45-011-46752	DOG DAYS PROCEEDS	1,500.00	0.00	0.00	0.00	0.00
07-45-011-48500	DONATION REVENUE	10,000.00	0.00	35,033.00	79,286.95	79,286.95
07-45-011-48550	GIVING TREE LEAVES	1,000.00	0.00	0.00	0.00	0.00
Total Department 45-011:		100,000.00	0.00	35,783.00	175,097.44	175,097.44
Revenues		105,000.00	0.00	36,974.36	188,897.40	188,897.40
Account Category: Expenditures						
Department: 07-542 PARK						
07-07-542-52200	PRINTING & PUBLISHING	500.00	0.00	0.00	0.00	0.00
07-07-542-52201	POSTAGE	300.00	0.00	0.00	0.00	0.00
07-07-542-52207	LEGAL COUNSEL	200.00	0.00	0.00	0.00	0.00
07-07-542-52209	ENGINEERING SERVICES	2,500.00	0.00	0.00	0.00	0.00
07-07-542-52291	ADVERTISING	2,500.00	0.00	0.00	2,495.00	2,495.00
07-07-542-57292	PARK GALA	50,000.00	0.00	0.00	61,631.45	61,631.45
07-07-542-57293	DOG DAYS OF WINTER	2,000.00	0.00	21.25	695.87	695.87
07-07-542-57720	MISCELLANEOUS	500.00	0.00	10.00	203.96	203.96
07-07-542-57771	GIVING TREE LEAVES	500.00	0.00	0.00	0.00	0.00
Total Department 07-542:		59,000.00	0.00	31.25	65,026.28	65,026.28
Expenditures		59,000.00	0.00	31.25	65,026.28	65,026.28
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT						
Account Category: Assets						
Department: 00-000						
14-00-000-11110	CHECKING - PWSB/BMO GENERAL		296,681.13	11,523.90	(154,275.44)	142,405.69
14-00-000-11730	FIRE EQUIPMENT REPLACEMENT		116,800.25	0.00	(116,800.25)	0.00
14-00-000-11740	INVESTMENTS - DPW TRUCK		176,289.44	585.37	(35,415.77)	140,873.67
14-00-000-12100	TAXES RECEIVABLE		289,317.82	157,838.02	(131,479.80)	157,838.02
14-00-000-12600	SPECIAL ASSESS RECEIVABLE		92,743.73	(44,112.66)	(44,112.66)	48,631.07
14-00-000-16230	DEFERRED EXPENDITURE		0.00	3,086.00	3,086.00	3,086.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT						
Account Category: Assets						
Department: 00-000						
Total Department 00-000:			971,832.37	128,920.63	(478,997.92)	492,834.45
Assets			971,832.37	128,920.63	(478,997.92)	492,834.45
Account Category: Liabilities						
Department: 00-000						
14-00-000-21110	ACCOUNTS PAYABLE		335,527.80	10,399.05	(305,762.85)	29,764.95
14-00-000-26110	DEFERRED REVENUES		250,000.00	120,000.00	(130,000.00)	120,000.00
14-00-000-26200	DEFERRED REVENUE ON SPEC ASSES		132,061.55	(6,274.64)	(45,592.46)	86,469.09
Total Department 00-000:			717,589.35	124,124.41	(481,355.31)	236,234.04
Liabilities			717,589.35	124,124.41	(481,355.31)	236,234.04
Account Category: Fund Equity						
Department: 00-000						
14-00-000-33900	UNAPPROPRIATED		254,243.02	0.00	0.00	254,243.02
Total Department 00-000:			254,243.02	0.00	0.00	254,243.02
Fund Equity			254,243.02	0.00	0.00	254,243.02
Account Category: Revenues						
Department: 13-012 UNCLASSIFIED						
14-13-012-42100	SPECIAL ASSESSMENT COLLECTED	36,071.00	0.00	7,666.10	44,487.82	44,487.82
Total Department 13-012:			36,071.00	7,666.10	44,487.82	44,487.82
Department: 13-013 INTEREST INCOME						
14-13-013-48100	INVESTMENT INTEREST	8,246.00	0.00	604.53	13,448.55	13,448.55
Total Department 13-013:			8,246.00	604.53	13,448.55	13,448.55
Department: 13-019 CAPITAL IMPROVEMENT FUND						
14-13-019-41000	GENERAL OPERATIONS	250,000.00	0.00	0.00	250,000.00	250,000.00
14-13-019-43510	GRANTS AND AIDS	371,000.00	0.00	0.00	0.00	0.00
Total Department 13-019:			621,000.00	0.00	250,000.00	250,000.00
Department: 13-554 UNCLASSIFIED						
14-13-554-49220	TRANSFER FROM OTHER FUNDS	0.00	0.00	93,377.00	405,107.93	405,107.93
Total Department 13-554:			0.00	93,377.00	405,107.93	405,107.93
Revenues			665,317.00	101,647.63	713,044.30	713,044.30
Account Category: Expenditures						
Department: 14-554 UNCLASSIFIED						
14-14-554-57707	VILLAGE PARK IMPROVEMENTS	0.00	0.00	3,972.96	11,371.97	11,371.97
14-14-554-57710	CONTINGENCY	164,673.00	0.00	0.00	0.00	0.00
14-14-554-57722	PIGEON CREEK RESTORATION PHASE 2	208,135.00	0.00	36,559.40	150,115.55	150,115.55
14-14-554-57727	WILLIAMSBURG BRIDGE	135,000.00	0.00	0.00	32,520.48	32,520.48
14-14-554-57737	ROAD PROGRAM RESERVE	0.00	0.00	50,004.38	80,923.62	80,923.62
14-14-554-57746	DEVELOPMENT INCENTIVE	0.00	0.00	0.00	5,000.00	5,000.00
14-14-554-57763	PUBLIC PARKING RESERVE	0.00	0.00	4,092.00	12,575.20	12,575.20
Total Department 14-554:			507,808.00	94,628.74	292,506.82	292,506.82
Department: 16-510 VILLAGE REPRESENTATION						
14-16-510-54499	OTHER	0.00	0.00	0.00	71,324.55	71,324.55

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Increase (Decrease)	YTD Balance 12/31/2024 Normal (Abnormal)
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT							
Account Category: Expenditures							
Department: 16-510 VILLAGE REPRESENTATION							
	Total Department 16-510:	0.00	0.00	0.00		71,324.55	71,324.55
Department: 16-511 VILLAGE ADMINISTRATION							
14-16-511-54499	OTHER	4,020.00	0.00	108.75		108.75	108.75
	Total Department 16-511:	4,020.00	0.00	108.75		108.75	108.75
Department: 16-521 POLICE DEPARTMENT							
14-16-521-54400	OFFICE EQUIPMENT	0.00	0.00	0.00		15,380.82	15,380.82
14-16-521-54401	VEHICLES	25,000.00	0.00	228.94		63,185.96	63,185.96
14-16-521-54402	EQUIPMENT	15,704.00	0.00	0.00		18,790.00	18,790.00
14-16-521-54499	OTHER	2,500.00	0.00	0.00		0.00	0.00
	Total Department 16-521:	43,204.00	0.00	228.94		97,356.78	97,356.78
Department: 16-522 FIRE DEPARTMENT							
14-16-522-54401	VEHICLES	20,285.00	0.00	0.00		0.00	0.00
14-16-522-54499	OTHER	0.00	0.00	0.00		137,085.00	137,085.00
	Total Department 16-522:	20,285.00	0.00	0.00		137,085.00	137,085.00
Department: 16-541 PUBLIC WORKS - STREET							
14-16-541-54401	VEHICLES	25,000.00	0.00	173.48		74,273.04	74,273.04
14-16-541-54402	EQUIPMENT	18,000.00	0.00	0.00		0.00	0.00
14-16-541-54499	OTHER	30,000.00	0.00	0.00		35,179.47	35,179.47
	Total Department 16-541:	73,000.00	0.00	173.48		109,452.51	109,452.51
Department: 16-542 PARK							
14-16-542-54499	OTHER	17,000.00	0.00	1,711.50		2,852.50	2,852.50
	Total Department 16-542:	17,000.00	0.00	1,711.50		2,852.50	2,852.50
	Expenditures	665,317.00	0.00	96,851.41		710,686.91	710,686.91
Fund: 19 STORM WATER MANAGEMENT							
Account Category: Assets							
Department: 00-000							
19-00-000-11110	CHECKING - PWSB/BMO GENERAL		(4,925.95)	(76,206.70)		(62,723.36)	(67,649.31)
19-00-000-12100	TAXES RECEIVABLE		52,000.00	52,000.00		0.00	52,000.00
19-00-000-13100	ACCOUNTS RECEIVABLE		0.00	25,000.00		25,000.00	25,000.00
19-00-000-16230	DEFERRED EXPENDITURE		882.86	409.99		(472.87)	409.99
	Total Department 00-000:		47,956.91	1,203.29		(38,196.23)	9,760.68
	Assets		47,956.91	1,203.29		(38,196.23)	9,760.68
Account Category: Liabilities							
Department: 00-000							
19-00-000-21110	ACCOUNTS PAYABLE		27,143.77	2,384.23		(24,747.04)	2,396.73
19-00-000-21700	ACCRUED PAYROLL		488.72	712.07		223.35	712.07
19-00-000-26110	DEFERRED REVENUES		52,000.00	52,000.00		0.00	52,000.00
	Total Department 00-000:		79,632.49	55,096.30		(24,523.69)	55,108.80
	Liabilities		79,632.49	55,096.30		(24,523.69)	55,108.80
Account Category: Fund Equity							
Department: 00-000							
19-00-000-33900	UNAPPROPRIATED		(31,675.58)	0.00		0.00	(31,675.58)

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Increase (Decrease)	YTD Balance 12/31/2024 Normal (Abnormal)
Fund: 19 STORM WATER MANAGEMENT							
Account Category: Fund Equity							
Department: 00-000							
Total Department 00-000:			(31,675.58)	0.00		0.00	(31,675.58)
Fund Equity			(31,675.58)	0.00		0.00	(31,675.58)
Account Category: Revenues							
Department: 13-019 CAPITAL IMPROVEMENT FUND							
19-13-019-43510	GRANTS AND AIDS	0.00	0.00	45,377.00		168,377.00	168,377.00
Total Department 13-019:		0.00	0.00	45,377.00		168,377.00	168,377.00
Department: 18-023 STORM WATER MANAGEMENT							
19-18-023-41000	GENERAL OPERATIONS	52,000.00	0.00	0.00		52,000.00	52,000.00
Total Department 18-023:		52,000.00	0.00	0.00		52,000.00	52,000.00
Revenues		52,000.00	0.00	45,377.00		220,377.00	220,377.00
Account Category: Expenditures							
Department: 18-023 STORM WATER MANAGEMENT							
19-18-023-57790	TRANSFERS TO OTHER FUNDS	0.00	0.00	93,377.00		168,377.00	168,377.00
Total Department 18-023:		0.00	0.00	93,377.00		168,377.00	168,377.00
Department: 18-541 PUBLIC WORKS - STREET							
19-18-541-51100	SALARIES & WAGES	26,691.00	0.00	2,838.63		26,860.96	26,860.96
19-18-541-51101	OVERTIME	85.00	0.00	0.00		0.00	0.00
19-18-541-51199	FRINGE BENEFITS	14,599.00	0.00	96.88		14,142.19	14,142.19
19-18-541-52209	ENGINEERING SERVICES	10,000.00	0.00	2,250.00		12,679.19	12,679.19
19-18-541-52237	WORKER S COMPENSATION	900.00	0.00	495.00		495.00	495.00
19-18-541-52243	ALL OTHER INSURANCE	1,250.00	0.00	725.00		725.00	725.00
19-18-541-52252	JOINT NR-216 PERMIT	500.00	0.00	0.00		512.50	512.50
19-18-541-52255	PIGEON CREEK MAINTENANCE	5,000.00	0.00	0.00		472.00	472.00
19-18-541-52257	MAINTENANCE & REPAIRS	15,000.00	0.00	0.00		224.00	224.00
19-18-541-52776	STORMWATER PLANNING	0.00	0.00	(512.50)		9,561.70	9,561.70
Total Department 18-541:		74,025.00	0.00	5,893.01		65,672.54	65,672.54
Expenditures		74,025.00	0.00	99,270.01		234,049.54	234,049.54
Fund: 21 SEWER UTILITY							
Account Category: Assets							
Department: 00-000							
21-00-000-11110	CHECKING - PWSB/BMO GENERAL		16,632.25	(172,126.45)		(225,044.89)	(208,412.64)
21-00-000-11140	SAVINGS - PWBS/HARRIS		2,008.74	43,325.80		41,711.99	43,720.73
21-00-000-11510	SEWER EQUIPMENT REPLACEMENT FD		269,950.20	1,255.48		32,192.73	302,142.93
21-00-000-11710	INVESTMENTS		750,694.17	497.36		7,150.83	757,845.00
21-00-000-12100	TAXES RECEIVABLE		37,979.19	36,592.87		(1,386.32)	36,592.87
21-00-000-13100	ACCOUNTS RECEIVABLE		291,667.03	369,113.66		74,848.13	366,515.16
21-00-000-15100	DUE FROM GENERAL FUND		68.72	0.00		0.00	68.72
21-00-000-16210	DEFERRED OUTFLOW		96,468.00	(40,332.00)		(40,332.00)	56,136.00
21-00-000-16230	DEFERRED EXPENDITURE		5,962.53	8,591.01		5,310.32	11,272.85
21-00-000-18190	INTANGIBLE ASSET (GIS SYSTEM)		100,618.23	0.00		0.00	100,618.23
21-00-000-18313	COLLECTING SEWERS		3,167,675.84	201,331.50		201,331.50	3,369,007.34
21-00-000-18314	INTERCEPTOR MAIN		2,873,897.57	0.00		0.00	2,873,897.57
21-00-000-18321	STRUCTURES & IMPROVEMENT		755,270.14	0.00		0.00	755,270.14

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 21 SEWER UTILITY						
Account Category: Assets						
Department: 00-000						
21-00-000-18323	ELECTRIC PUMPING EQUIPMENT		754,896.06	0.00	0.00	754,896.06
21-00-000-18572	OFFICE EQUIPMENT		78,049.78	0.00	0.00	78,049.78
21-00-000-18573	VEHICLES		49,192.99	0.00	0.00	49,192.99
21-00-000-18700	CONSTRUCTION IN PROGRESS		81,228.42	20,882.93	20,882.93	102,111.35
21-00-000-18900	ACCUMULATED DEPRECIATION		(2,771,895.47)	(73,672.32)	(73,672.32)	(2,845,567.79)
Total Department 00-000:			6,560,364.39	395,459.84	42,992.90	6,603,357.29
Assets			6,560,364.39	395,459.84	42,992.90	6,603,357.29
Account Category: Liabilities						
Department: 00-000						
21-00-000-21110	ACCOUNTS PAYABLE		105,292.03	63,800.35	(22,711.78)	82,580.25
21-00-000-21700	ACCRUED PAYROLL		1,663.55	2,914.12	1,250.57	2,914.12
21-00-000-29630	DEFERRED INFLOW		46,975.00	(19,945.00)	(19,945.00)	27,030.00
21-00-000-29640	NET PENSION LIABILITY		26,743.00	(18,799.00)	(18,799.00)	7,944.00
Total Department 00-000:			180,673.58	27,970.47	(60,205.21)	120,468.37
Liabilities			180,673.58	27,970.47	(60,205.21)	120,468.37
Account Category: Fund Equity						
Department: 00-000						
21-00-000-31100	CAPITAL PAID-IN BY MUNICIPAL		782,407.87	0.00	0.00	782,407.87
21-00-000-31110	CONTRIBU. IN AID OF CONSTRUCT.		2,511,545.13	0.00	0.00	2,511,545.13
21-00-000-33110	SEWER EQUIP. REPLACEMENT RES		269,950.20	0.00	17,000.00	286,950.20
21-00-000-33900	UNAPPROPRIATED		2,815,718.89	0.00	(17,000.00)	2,798,718.89
Total Department 00-000:			6,379,622.09	0.00	0.00	6,379,622.09
Fund Equity			6,379,622.09	0.00	0.00	6,379,622.09
Account Category: Revenues						
Department: 46-016 SEWER						
21-46-016-43510	GRANTS AND AIDS	0.00	0.00	145,612.90	426,932.90	426,932.90
21-46-016-46410	SEWER SERVICE CHARGE	1,121,402.00	0.00	304,989.19	1,101,372.78	1,101,372.78
21-46-016-46412	SEWER CONNECTION FEE	19,850.00	0.00	58.52	13,852.26	13,852.26
21-46-016-46415	SEWER SERVICE PENALTY	10,000.00	0.00	5,521.00	11,327.10	11,327.10
21-46-016-48101	INTEREST ON REVENUES	25,000.00	0.00	3,988.53	46,422.13	46,422.13
21-46-016-49300	FUND BALANCE APPLIED	225,000.00	0.00	0.00	0.00	0.00
Total Department 46-016:		1,401,252.00	0.00	460,170.14	1,599,907.17	1,599,907.17
Revenues		1,401,252.00	0.00	460,170.14	1,599,907.17	1,599,907.17
Account Category: Expenditures						
Department: 02-610 SEWER						
21-02-610-52237	WORKER S COMPENSATION	3,500.00	0.00	1,868.00	1,868.00	1,868.00
21-02-610-52242	BUSINESS PROPERTY	900.00	0.00	1,397.00	1,397.00	1,397.00
21-02-610-52243	ALL OTHER INSURANCE	15,000.00	0.00	13,441.00	13,441.00	13,441.00
Total Department 02-610:		19,400.00	0.00	16,706.00	16,706.00	16,706.00
Department: 05-610 SEWER						
21-05-610-51100	SALARIES & WAGES	107,624.00	0.00	11,357.99	101,345.08	101,345.08
21-05-610-51101	OVERTIME	365.00	0.00	0.00	0.00	0.00
21-05-610-51199	FRINGE BENEFITS	55,942.00	0.00	2,930.92	51,247.80	51,247.80

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Increase (Decrease)	YTD Balance 12/31/2024 Normal (Abnormal)
Fund: 21 SEWER UTILITY							
Account Category: Expenditures							
Department: 05-610 SEWER							
21-05-610-52200	PRINTING & PUBLISHING	600.00	0.00	0.00		67.37	67.37
21-05-610-52201	POSTAGE	2,500.00	0.00	0.00		0.00	0.00
21-05-610-52202	DUES & SUBSCRIPTIONS	300.00	0.00	0.00		0.00	0.00
21-05-610-52203	TRAINING & MEETINGS	200.00	0.00	0.00		88.49	88.49
21-05-610-52204	TRANSPORTATION	500.00	0.00	0.00		0.00	0.00
21-05-610-52207	LEGAL COUNSEL	500.00	0.00	0.00		795.00	795.00
21-05-610-52209	ENGINEERING SERVICES	20,000.00	0.00	(32,950.54)		353,266.46	353,266.46
21-05-610-52210	DATA PROCESSING	8,000.00	0.00	0.00		0.00	0.00
21-05-610-52223	RADIO MAINTENANCE	200.00	0.00	0.00		0.00	0.00
21-05-610-52248	SEWER REPAIR/MAINTENANCE	65,000.00	0.00	0.00		1,848.04	1,848.04
21-05-610-52249	SEWER CHARGE - GENERAL	40,000.00	0.00	40,000.00		40,000.00	40,000.00
21-05-610-52250	SEWER CLEANING	17,000.00	0.00	0.00		21,712.00	21,712.00
21-05-610-52251	BUILDING REPAIRS	5,000.00	0.00	107.84		1,532.43	1,532.43
21-05-610-52253	AUDIT	3,900.00	0.00	0.00		3,900.00	3,900.00
21-05-610-53300	OFFICE SUPPLIES	1,100.00	0.00	0.00		828.99	828.99
21-05-610-53303	TELEPHONE	2,500.00	0.00	100.68		1,243.44	1,243.44
21-05-610-53304	ELECTRICITY	17,500.00	0.00	1,014.78		17,762.21	17,762.21
21-05-610-53305	HEAT	200.00	0.00	1,737.22		139.18	139.18
21-05-610-53308	BUILDING SUPPLIES	2,000.00	0.00	36.56		716.46	716.46
21-05-610-53329	CLOTHING	1,000.00	0.00	0.00		425.01	425.01
21-05-610-53330	REPAIR PARTS/EQUIPMENT	1,000.00	0.00	0.00		1,525.49	1,525.49
21-05-610-53345	CHEMICALS	500.00	0.00	0.00		580.00	580.00
21-05-610-53399	MISCELLANEOUS	1,000.00	0.00	0.00		386.88	386.88
21-05-610-54400	OFFICE EQUIPMENT	1,000.00	0.00	60.56		479.45	479.45
21-05-610-54499	OTHER	252,000.00	0.00	(105,843.67)		121,949.58	121,949.58
Total Department 05-610:		607,431.00	0.00	(81,447.66)		721,839.36	721,839.36
Department: 06-610 SEWER							
21-06-610-58500	DEPRECIATION	95,000.00	0.00	92,479.89		92,479.89	92,479.89
21-06-610-58510	REPLACEMENT FUND	17,000.00	0.00	0.00		0.00	0.00
Total Department 06-610:		112,000.00	0.00	92,479.89		92,479.89	92,479.89
Department: 07-610 SEWER							
21-07-610-59640	MMSD PAYMENT	401,439.00	0.00	0.00		405,727.00	405,727.00
21-07-610-59650	MMSD O/M	260,982.00	0.00	64,942.54		259,956.81	259,956.81
Total Department 07-610:		662,421.00	0.00	64,942.54		665,683.81	665,683.81
Expenditures		1,401,252.00	0.00	92,680.77		1,496,709.06	1,496,709.06
Fund: 42 TAX INCREMENT DISTRICT #2							
Account Category: Assets							
Department: 00-000							
42-00-000-11110	CHECKING - PWSB/BMO GENERAL		24,316.78	(34,691.95)		(822,189.38)	(797,872.60)
42-00-000-11185	TIF #2 DEBT SERVICE RESERVE		360,469.78	1,209.88		(49,109.97)	311,359.81
42-00-000-12100	TAXES RECEIVABLE		15,114.06	0.00		(15,114.06)	0.00
42-00-000-13100	ACCOUNTS RECEIVABLE		4,500.00	281.44		281.44	4,781.44
42-00-000-16230	DEFERRED EXPENDITURE		1,132.17	825.09		(307.08)	825.09
Total Department 00-000:			405,532.79	(32,375.54)		(886,439.05)	(480,906.26)
Assets			405,532.79	(32,375.54)		(886,439.05)	(480,906.26)

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 42 TAX INCREMENT DISTRICT #2						
Account Category: Liabilities						
Department: 00-000						
42-00-000-21110	ACCOUNTS PAYABLE		74,994.27	(17,228.96)	(63,199.85)	11,794.42
42-00-000-21700	ACCRUED PAYROLL		873.56	1,262.02	388.46	1,262.02
42-00-000-26110	DEFERRED REVENUES		15,114.06	0.00	(15,114.06)	0.00
Total Department 00-000:			90,981.89	(15,966.94)	(77,925.45)	13,056.44
Liabilities			90,981.89	(15,966.94)	(77,925.45)	13,056.44
Account Category: Fund Equity						
Department: 00-000						
42-00-000-33900	UNAPPROPRIATED		(23,148.91)	0.00	0.00	(23,148.91)
42-00-000-34220	RESTRICTED FOR DEBT SERVICE		337,699.81	0.00	0.00	337,699.81
Total Department 00-000:			314,550.90	0.00	0.00	314,550.90
Fund Equity			314,550.90	0.00	0.00	314,550.90
Account Category: Revenues						
Department: 40-001 LOCAL PROPERTY TAXES						
42-40-001-41000	GENERAL OPERATIONS	100.00	0.00	0.00	103.68	103.68
Total Department 40-001:		100.00	0.00	0.00	103.68	103.68
Department: 44-013 INTEREST INCOME						
42-44-013-48100	INVESTMENT INTEREST	10,000.00	0.00	1,209.88	18,355.03	18,355.03
Total Department 44-013:		10,000.00	0.00	1,209.88	18,355.03	18,355.03
Department: 45-015 OTHER INCOME						
42-45-015-48000	MISCELLANEOUS	0.00	0.00	0.00	15,010.38	15,010.38
Total Department 45-015:		0.00	0.00	0.00	15,010.38	15,010.38
Revenues		10,100.00	0.00	1,209.88	33,469.09	33,469.09
Account Category: Expenditures						
Department: 10-042 TAX INCREMENT DISTRICT #2						
42-10-042-51100	SALARIES & WAGES	46,875.00	0.00	4,867.79	47,675.60	47,675.60
42-10-042-51199	FRINGE BENEFITS	11,242.00	0.00	427.92	20,082.44	20,082.44
42-10-042-54205	PLANNER SERVICES	0.00	0.00	5,547.32	25,066.81	25,066.81
42-10-042-54206	AUDIT	5,500.00	0.00	0.00	5,500.00	5,500.00
42-10-042-54207	LEGAL COUNSEL	1,000.00	0.00	0.00	2,195.50	2,195.50
42-10-042-54209	ENGINEERING SERVICES	10,000.00	0.00	2,865.80	6,946.41	6,946.41
42-10-042-54245	ADMINISTRATIVE/SECRETARIAL	10,000.00	0.00	0.00	150.00	150.00
42-10-042-54290	CONSULTANTS	20,000.00	0.00	2,500.00	7,623.37	7,623.37
42-10-042-54801	PROPERTY ACQUISITION	0.00	0.00	3,597.53	583,016.76	583,016.76
42-10-042-54802	REMEDIATION/SITE DEVEL	0.00	0.00	26,203.00	30,090.00	30,090.00
42-10-042-54803	TIF #2 WATERMAINS	1,000.00	0.00	(28,390.88)	(21,694.20)	(21,694.20)
42-10-042-56620	INTEREST	134,930.00	0.00	0.00	134,930.00	134,930.00
42-10-042-56625	BOND FEES	400.00	0.00	0.00	400.00	400.00
Total Department 10-042:		240,947.00	0.00	17,618.48	841,982.69	841,982.69
Expenditures		240,947.00	0.00	17,618.48	841,982.69	841,982.69
Fund: 80 TAX COLLECTION FUND						
Account Category: Assets						
Department: 00-000						

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 YTD Balance 12/31/2024 Normal (Abnormal)
Fund: 80 TAX COLLECTION FUND						
Account Category: Assets						
Department: 00-000						
80-00-000-11110	CHECKING - PWSB/BMO GENERAL		2,249,906.08	2,792,054.79	542,148.71	2,792,054.79
80-00-000-11120	TAX ACCOUNT (PWSB)		392,888.62	0.00	(392,888.62)	0.00
80-00-000-12000	CURRENT YEAR TAX ROLL		6,824,653.14	7,313,553.89	488,900.75	7,313,553.89
Total Department 00-000:			9,467,447.84	10,105,608.68	638,160.84	10,105,608.68
Assets			9,467,447.84	10,105,608.68	638,160.84	10,105,608.68
Account Category: Liabilities						
Department: 00-000						
80-00-000-21110	ACCOUNTS PAYABLE		0.00	4,125.79	4,125.79	4,125.79
80-00-000-23110	REFUNDS R E TAX OVERPAY		43.79	0.00	(43.79)	0.00
80-00-000-24310	DUE TO OZAUKEE COUNTY		624,116.67	649,351.31	25,234.64	649,351.31
80-00-000-24410	DUE TO CITY OF MEQUON		5,991.37	0.00	(5,991.37)	0.00
80-00-000-24610	DUE TO M-T SCHOOL DISTRICT		3,273,300.90	3,618,805.29	345,504.39	3,618,805.29
80-00-000-24620	DUE TO MATC		402,168.67	415,508.61	13,339.94	415,508.61
80-00-000-25100	DUE TO GENERAL FUND		2,124,664.46	2,379,731.40	255,066.94	2,379,731.40
80-00-000-25200	DUE TO TIF FUND		15,114.06	0.00	(15,114.06)	0.00
80-00-000-25230	DUE TO STORMWATER FUND		52,000.00	52,000.00	0.00	52,000.00
80-00-000-25400	DUE TO CPF		289,317.82	157,838.02	(131,479.80)	157,838.02
80-00-000-25600	DUE TO SEWER FUND		37,979.19	36,592.87	(1,386.32)	36,592.87
80-00-000-26100	ADVANCE TAX COLLECTIONS		2,642,750.91	2,791,655.39	148,904.48	2,791,655.39
Total Department 00-000:			9,467,447.84	10,105,608.68	638,160.84	10,105,608.68
Liabilities			9,467,447.84	10,105,608.68	638,160.84	10,105,608.68

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg Used
Fund: 01 GENERAL FUND						
Account Category: Revenues						
Department: 40-001 LOCAL PROPERTY TAXES						
01-40-001-41000	GENERAL OPERATIONS	2,124,664.00	2,124,664.00	0.00	0.00	100.00
Total Dept 40-001 - LOCAL PROPERTY TAXES		2,124,664.00	2,124,664.00	0.00	0.00	100.00
Department: 41-002 SHARED REVENUES						
01-41-002-43410	STATE SHARED REVENUE	148,927.00	148,926.77	0.00	0.23	100.00
Total Dept 41-002 - SHARED REVENUES		148,927.00	148,926.77	0.00	0.23	100.00
Department: 41-003 GRANTS & AIDS						
01-41-003-43420	FIRE INSURANCE DUES	17,500.00	18,914.71	0.00	(1,414.71)	108.08
01-41-003-43430	EXEMPT COMPUTER AID	4,179.00	4,178.66	0.00	0.34	99.99
01-41-003-43440	LOCAL TRANSPORTATION AIDS	193,289.00	193,317.60	0.00	(28.60)	100.01
01-41-003-43450	VIDEO SERVICE PROVIDER AIDS	9,471.00	9,470.83	0.00	0.17	100.00
01-41-003-43520	LAW ENFORCEMENT GRANT	1,120.00	2,880.00	0.00	(1,760.00)	257.14
01-41-003-43560	RECYCLING GRANT	9,500.00	9,530.57	0.00	(30.57)	100.32
Total Dept 41-003 - GRANTS & AIDS		235,059.00	238,292.37	0.00	(3,233.37)	101.38
Department: 41-007 OTHER						
01-41-007-47311	OTHER SVCS TO OTHER LOCAL GOVT	15,000.00	12,228.39	1,834.22	2,771.61	81.52
Total Dept 41-007 - OTHER		15,000.00	12,228.39	1,834.22	2,771.61	81.52
Department: 41-011 PARK & RECREATION						
01-41-011-47310	FISCAL AGENT FEES - LIBRARY	8,000.00	8,000.00	0.00	0.00	100.00
Total Dept 41-011 - PARK & RECREATION		8,000.00	8,000.00	0.00	0.00	100.00
Department: 42-004 LICENSES						
01-42-004-44110	LIQUOR & MALT BEVERAGE	9,500.00	8,282.00	0.00	1,218.00	87.18
01-42-004-44120	CIGARETTE	200.00	200.00	0.00	0.00	100.00
01-42-004-44212	DOG	2,000.00	1,318.25	(500.75)	681.75	65.91
01-42-004-44214	CAT LICENSES	200.00	175.00	0.00	25.00	87.50
01-42-004-44415	SUNDRY	700.00	165.00	(15.00)	535.00	23.57
Total Dept 42-004 - LICENSES		12,600.00	10,140.25	(515.75)	2,459.75	80.48
Department: 42-005 PERMITS						
01-42-005-44320	BUILDING	50,000.00	42,109.11	2,050.30	7,890.89	84.22
01-42-005-44321	ELECTRICAL	15,000.00	8,987.48	350.00	6,012.52	59.92
01-42-005-44322	PLUMBING	15,000.00	8,527.25	525.00	6,472.75	56.85
01-42-005-44423	SUNDRY	2,500.00	1,596.37	250.00	903.63	63.85
Total Dept 42-005 - PERMITS		82,500.00	61,220.21	3,175.30	21,279.79	74.21
Department: 42-006 FINES & FORFEITURES						
01-42-006-45110	COURT FINES	25,000.00	9,533.77	(706.99)	15,466.23	38.14
01-42-006-45130	PARKING FINES	15,000.00	8,383.00	670.00	6,617.00	55.89
Total Dept 42-006 - FINES & FORFEITURES		40,000.00	17,916.77	(36.99)	22,083.23	44.79
Department: 42-007 OTHER						
01-42-007-44920	CABLE TV	19,000.00	16,828.13	253.59	2,171.87	88.57
01-42-007-48210	CELL TOWER LEASE	46,520.00	15,559.32	(30,960.00)	30,960.68	33.45
Total Dept 42-007 - OTHER		65,520.00	32,387.45	(30,706.41)	33,132.55	49.43
Department: 43-001 LOCAL PROPERTY TAXES						
01-43-001-46725	PARK LAND DEDICATION	7,000.00	4,000.00	0.00	3,000.00	57.14
Total Dept 43-001 - LOCAL PROPERTY TAXES		7,000.00	4,000.00	0.00	3,000.00	57.14

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg't Used
Fund: 01 GENERAL FUND						
Account Category: Revenues						
Department: 43-008 GENERAL GOVERNMENT						
01-43-008-46100	GENERAL GOVERNMENT	4,750.00	983.50	160.00	3,766.50	20.71
01-43-008-46142	ASSESSMENT LETTERS	3,000.00	3,900.00	700.00	(900.00)	130.00
Total Dept 43-008 - GENERAL GOVERNMENT		7,750.00	4,883.50	860.00	2,866.50	63.01
Department: 43-009 PROTECTION-PERSONS & PROPERTY						
01-43-009-46210	POLICE DEPARTMENT FEES	2,500.00	1,840.35	143.55	659.65	73.61
Total Dept 43-009 - PROTECTION-PERSONS & PROPERTY		2,500.00	1,840.35	143.55	659.65	73.61
Department: 43-010 HEALTH & SANITATION						
01-43-010-46420	RECYCLING PROCEEDS	13,000.00	11,966.50	30.00	1,033.50	92.05
01-43-010-46421	DUMPSTER RENTAL	10,000.00	8,350.00	600.00	1,650.00	83.50
01-43-010-46422	ADDITIONAL TRASH CART FEE	500.00	1,125.00	0.00	(625.00)	225.00
01-43-010-46423	ADDITIONAL RECYCLING CART FEE	400.00	0.00	0.00	400.00	0.00
Total Dept 43-010 - HEALTH & SANITATION		23,900.00	21,441.50	630.00	2,458.50	89.71
Department: 43-011 PARK & RECREATION						
01-43-011-46720	PARK FEES	8,000.00	6,700.00	(100.00)	1,300.00	83.75
01-43-011-46821	SOFTBALL ASSOCIATION PARK FEE	1,500.00	1,350.00	0.00	150.00	90.00
Total Dept 43-011 - PARK & RECREATION		9,500.00	8,050.00	(100.00)	1,450.00	84.74
Department: 43-012 UNCLASSIFIED						
01-43-012-48000	MISCELLANEOUS	11,063.00	11,490.26	146.84	(427.26)	103.86
Total Dept 43-012 - UNCLASSIFIED		11,063.00	11,490.26	146.84	(427.26)	103.86
Department: 44-013 INTEREST INCOME						
01-44-013-48100	INVESTMENT INTEREST	100,000.00	78,448.68	6,030.60	21,551.32	78.45
01-44-013-48110	INTEREST ON LEASE RECEIVABLE	0.00	30,960.00	30,960.00	(30,960.00)	100.00
Total Dept 44-013 - INTEREST INCOME		100,000.00	109,408.68	36,990.60	(9,408.68)	109.41
Department: 45-015 OTHER INCOME						
01-45-015-47410	ADMIN. CHARGE TO SEWER UTILITY	40,000.00	40,000.00	40,000.00	0.00	100.00
01-45-015-48010	OTHER INCOME	25,000.00	188,165.00	(107.00)	(163,165.00)	752.66
01-45-015-48501	TPD DONATIONS	0.00	9,566.00	9,566.00	(9,566.00)	100.00
01-45-015-49220	TRANSFER FROM OTHER FUNDS	31,017.00	86,707.24	86,707.24	(55,690.24)	279.55
01-45-015-49300	FUND BALANCE APPLIED	140,000.00	0.00	0.00	140,000.00	0.00
Total Dept 45-015 - OTHER INCOME		236,017.00	324,438.24	136,166.24	(88,421.24)	137.46
Revenues		3,130,000.00	3,139,328.74	148,587.60	(9,328.74)	100.30
Account Category: Expenditures						
Department: 01-510 VILLAGE REPRESENTATION						
01-01-510-51106	VILLAGE BOARD	20,000.00	17,500.00	0.00	2,500.00	87.50
01-01-510-51112	ELECTION WORKERS	4,000.00	5,175.00	0.00	(1,175.00)	129.38
01-01-510-51199	FRINGE BENEFITS	1,530.00	1,530.00	0.00	0.00	100.00
01-01-510-52200	PRINTING & PUBLISHING	7,000.00	7,316.53	3,024.09	(316.53)	104.52
01-01-510-52201	POSTAGE	3,300.00	5,518.96	1,632.61	(2,218.96)	167.24
01-01-510-52202	DUES & SUBSCRIPTIONS	3,600.00	3,708.37	0.00	(108.37)	103.01
01-01-510-52203	TRAINING & MEETINGS	1,200.00	1,326.43	35.00	(126.43)	110.54
01-01-510-52205	PLANNER SERVICES	2,000.00	9,218.33	543.75	(7,218.33)	460.92
01-01-510-52206	AUDIT	22,700.00	18,897.00	505.00	3,803.00	83.25
01-01-510-52207	LEGAL COUNSEL	12,000.00	11,583.00	2,215.50	417.00	96.53

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg Used
Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 01-510 VILLAGE REPRESENTATION						
01-01-510-52208	ASSESSOR	6,600.00	4,950.00	0.00	1,650.00	75.00
01-01-510-53302	ELECTION EXPENSE	8,000.00	6,445.50	844.06	1,554.50	80.57
01-01-510-53397	AWARDS PROGRAM	3,000.00	5,027.82	4,095.00	(2,027.82)	167.59
01-01-510-53399	MISCELLANEOUS	900.00	2,665.37	160.95	(1,765.37)	296.15
Total Dept 01-510 - VILLAGE REPRESENTATION		95,830.00	100,862.31	13,055.96	(5,032.31)	105.25
Department: 01-511 VILLAGE ADMINISTRATION						
01-01-511-51100	SALARIES & WAGES	83,769.00	62,184.89	9,112.50	21,584.11	74.23
01-01-511-51101	OVERTIME	489.00	159.05	0.00	329.95	32.53
01-01-511-51108	ADMINISTRATOR	60,500.00	59,975.43	6,282.70	524.57	99.13
01-01-511-51115	TRAVEL/TRAINING/SEMINARS	3,000.00	2,588.36	505.36	411.64	86.28
01-01-511-51195	ANNUITANT FRINGE	8,180.00	9,010.20	0.00	(830.20)	110.15
01-01-511-51196	ADMINISTRATOR FRINGE	26,787.00	27,908.97	1,627.38	(1,121.97)	104.19
01-01-511-51199	FRINGE BENEFITS	44,251.00	34,149.92	5,175.23	10,101.08	77.17
01-01-511-52202	DUES & SUBSCRIPTIONS	1,200.00	1,843.44	0.00	(643.44)	153.62
01-01-511-52203	TRAINING & MEETINGS	500.00	492.52	0.00	7.48	98.50
01-01-511-52209	ENGINEERING SERVICES	7,000.00	5,188.00	1,573.50	1,812.00	74.11
01-01-511-52210	DATA PROCESSING	5,000.00	4,314.68	1,373.24	685.32	86.29
01-01-511-52211	CODIFICATION	1,150.00	1,150.00	0.00	0.00	100.00
01-01-511-52213	OFFICE EQUIPMENT/MAINTENANCE	250.00	329.82	0.00	(79.82)	131.93
01-01-511-53300	OFFICE SUPPLIES	3,000.00	3,739.01	581.67	(739.01)	124.63
01-01-511-53303	TELEPHONE	2,500.00	5,836.31	715.85	(3,336.31)	233.45
01-01-511-53304	ELECTRICITY	16,000.00	20,304.21	3,736.07	(4,304.21)	126.90
01-01-511-53305	HEAT	7,500.00	7,219.17	2,773.18	280.83	96.26
01-01-511-53306	JANITOR SUPPLIES	1,500.00	308.35	0.00	1,191.65	20.56
01-01-511-53308	BUILDING SUPPLIES	18,000.00	12,489.97	594.97	5,510.03	69.39
01-01-511-53311	RECRUITMENT	0.00	2,149.00	882.00	(2,149.00)	100.00
01-01-511-53399	MISCELLANEOUS	250.00	1,109.29	687.06	(859.29)	443.72
Total Dept 01-511 - VILLAGE ADMINISTRATION		290,826.00	262,450.59	35,620.71	28,375.41	90.24
Department: 01-522 FIRE DEPARTMENT						
01-01-522-52233	SOUTHERN OZAUKEE FIRE DEPT	275,996.00	277,410.71	0.00	(1,414.71)	100.51
Total Dept 01-522 - FIRE DEPARTMENT		275,996.00	277,410.71	0.00	(1,414.71)	100.51
Department: 01-551 LIBRARY						
01-01-551-52246	WEYENBERG LIBRARY	111,351.00	111,351.00	0.00	0.00	100.00
Total Dept 01-551 - LIBRARY		111,351.00	111,351.00	0.00	0.00	100.00
Department: 01-552 COMMUNITY SRO PROGRAM						
01-01-552-52235	COMMUNITY SRO PROGRAM	12,660.00	12,660.00	0.00	0.00	100.00
Total Dept 01-552 - COMMUNITY SRO PROGRAM		12,660.00	12,660.00	0.00	0.00	100.00
Department: 01-554 UNCLASSIFIED						
01-01-554-57710	CONTINGENCY	99,500.00	1,218.75	0.00	98,281.25	1.22
01-01-554-57715	FLEX BENEFIT	2,600.00	3,197.17	350.69	(597.17)	122.97
01-01-554-57730	UNEMPLOYMENT COMPENSATION	1,000.00	0.00	0.00	1,000.00	0.00
01-01-554-57735	THIENSVILLE BUSINESS ASSOC	5,000.00	5,000.00	0.00	0.00	100.00
01-01-554-57740	FAMILY SERVICE	2,000.00	2,000.00	0.00	0.00	100.00
01-01-554-57750	JULY 4TH ACTIVITY	4,000.00	4,629.61	0.00	(629.61)	115.74
01-01-554-57754	HISTORIC PRESERVATION	1,500.00	30.00	0.00	1,470.00	2.00
01-01-554-57756	PERSONAL PROPERTY TAXES	100.00	0.00	0.00	100.00	0.00

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg Used
Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 01-554 UNCLASSIFIED						
Total Dept 01-554 - UNCLASSIFIED		115,700.00	16,075.53	350.69	99,624.47	13.89
Department: 02-512 INSURANCE						
01-02-512-52237	WORKER S COMPENSATION	41,258.00	31,597.00	25,218.00	9,661.00	76.58
01-02-512-52242	BUSINESS PROPERTY	10,462.00	11,285.00	(1,397.00)	(823.00)	107.87
01-02-512-52243	ALL OTHER INSURANCE	48,995.00	39,370.00	(41,747.00)	9,625.00	80.36
Total Dept 02-512 - INSURANCE		100,715.00	82,252.00	(17,926.00)	18,463.00	81.67
Department: 03-521 POLICE DEPARTMENT						
01-03-521-51100	SALARIES & WAGES	628,461.00	523,575.26	64,636.48	104,885.74	83.31
01-03-521-51101	OVERTIME	15,191.00	39,767.78	1,722.16	(24,576.78)	261.79
01-03-521-51104	EDUCATIONAL INCENTIVE	1,000.00	1,000.00	0.00	0.00	100.00
01-03-521-51105	HOLIDAY PAY	16,871.00	13,960.92	13,960.92	2,910.08	82.75
01-03-521-51109	DPW EQUIPMENT MAINTENANCE CALL	3,233.00	3,257.59	335.71	(24.59)	100.76
01-03-521-51113	POLICE CHIEF SALARY	100,000.00	100,849.39	10,464.63	(849.39)	100.85
01-03-521-51115	TRAVEL/TRAINING/SEMINARS	1,000.00	780.61	216.00	219.39	78.06
01-03-521-51117	CONTRACT LABOR	0.00	13,148.43	0.00	(13,148.43)	100.00
01-03-521-51197	POLICE CHIEF FRINGE	52,422.00	51,416.93	2,791.13	1,005.07	98.08
01-03-521-51199	FRINGE BENEFITS	381,997.00	302,974.87	17,731.28	79,022.13	79.31
01-03-521-52200	PRINTING & PUBLISHING	100.00	219.38	36.73	(119.38)	219.38
01-03-521-52201	POSTAGE	500.00	28.45	10.75	471.55	5.69
01-03-521-52202	DUES & SUBSCRIPTIONS	500.00	619.00	0.00	(119.00)	123.80
01-03-521-52213	OFFICE EQUIPMENT/MAINTENANCE	100.00	0.00	0.00	100.00	0.00
01-03-521-52215	TRAINING - POLICE	6,000.00	5,406.87	526.01	593.13	90.11
01-03-521-52216	ANIMAL BOARDING	200.00	0.00	0.00	200.00	0.00
01-03-521-52218	SPECIAL POLICE	2,000.00	0.00	0.00	2,000.00	0.00
01-03-521-52219	TELETYPE	1,800.00	1,077.00	0.00	723.00	59.83
01-03-521-52220	RADAR/SIREN MAINTENANCE	300.00	0.00	0.00	300.00	0.00
01-03-521-52221	JUVENILE PROGRAM	2,000.00	2,836.62	2,255.84	(836.62)	141.83
01-03-521-52222	EMERGENCY GOVERNMENT	2,000.00	1,163.97	0.00	836.03	58.20
01-03-521-52223	RADIO MAINTENANCE	2,000.00	0.00	0.00	2,000.00	0.00
01-03-521-53300	OFFICE SUPPLIES	1,000.00	683.27	433.70	316.73	68.33
01-03-521-53301	PROCESSING SUPPLIES	1,000.00	0.00	0.00	1,000.00	0.00
01-03-521-53303	TELEPHONE	4,000.00	7,489.13	880.01	(3,489.13)	187.23
01-03-521-53307	SUPPLIES-COPY MACHINE	1,000.00	1,170.72	97.56	(170.72)	117.07
01-03-521-53310	FUEL	15,000.00	14,624.91	2,671.02	375.09	97.50
01-03-521-53311	RECRUITMENT	0.00	5,893.99	1,061.00	(5,893.99)	100.00
01-03-521-53312	UNIFORM ALLOWANCES	5,600.00	6,085.03	1,490.24	(485.03)	108.66
01-03-521-53313	PHOTO SUPPLIES	200.00	0.00	0.00	200.00	0.00
01-03-521-53314	INVESTIGATIONS	1,000.00	694.02	470.61	305.98	69.40
01-03-521-53315	TIRES	1,500.00	888.18	0.00	611.82	59.21
01-03-521-53316	REPAIRS & MAINTENANCE	2,500.00	1,172.46	0.00	1,327.54	46.90
01-03-521-53317	AMMUNITION	3,200.00	3,227.60	743.70	(27.60)	100.86
01-03-521-53350	BODY ARMOR/LEATHER GEAR	2,500.00	3,075.00	(687.50)	(575.00)	123.00
01-03-521-53398	OTHER SUPPLIES	2,000.00	1,269.77	142.24	730.23	63.49
01-03-521-55318	TECHNOLOGY SUPPLIES	0.00	333.97	37.50	(333.97)	100.00
Total Dept 03-521 - POLICE DEPARTMENT		1,258,175.00	1,108,691.12	122,027.72	149,483.88	88.12
Department: 03-522 FIRE DEPARTMENT						
01-03-522-51109	DPW EQUIPMENT MAINTENANCE CALL	0.00	(60.36)	0.00	60.36	100.00

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

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Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 03-522 FIRE DEPARTMENT						
01-03-522-52201	POSTAGE	0.00	5.58	5.58	(5.58)	100.00
01-03-522-53303	TELEPHONE	0.00	530.31	353.54	(530.31)	100.00
01-03-522-53320	TRUCK MAINTENANCE	0.00	12,195.00	12,195.00	(12,195.00)	100.00
01-03-522-53399	MISCELLANEOUS	0.00	169.50	0.00	(169.50)	100.00
Total Dept 03-522 - FIRE DEPARTMENT		0.00	12,840.03	12,554.12	(12,840.03)	100.00
Department: 03-523 INSPECTION						
01-03-523-52272	BUILDING INSPECTION	31,000.00	40,377.52	5,880.36	(9,377.52)	130.25
01-03-523-52273	PLUMBING INSPECTION	6,000.00	10,918.67	1,743.77	(4,918.67)	181.98
01-03-523-52274	ELECTRICAL INSPECTION	7,000.00	10,229.24	1,129.97	(3,229.24)	146.13
Total Dept 03-523 - INSPECTION		44,000.00	61,525.43	8,754.10	(17,525.43)	139.83
Department: 04-541 PUBLIC WORKS - STREET						
01-04-541-51100	SALARIES & WAGES	272,252.00	275,177.12	29,214.07	(2,925.12)	101.07
01-04-541-51101	OVERTIME	1,139.00	583.50	257.25	555.50	51.23
01-04-541-51102	PART-TIME	8,625.00	5,241.32	(9,796.18)	3,383.68	60.77
01-04-541-51199	FRINGE BENEFITS	159,930.00	156,004.10	2,910.09	3,925.90	97.55
01-04-541-52203	TRAINING & MEETINGS	500.00	265.00	35.00	235.00	53.00
01-04-541-52223	RADIO MAINTENANCE	500.00	0.00	0.00	500.00	0.00
01-04-541-52227	STREET MAINTENANCE	25,000.00	18,324.15	4,476.21	6,675.85	73.30
01-04-541-52228	SANITARY LANDFILL	50,000.00	53,411.72	11,375.19	(3,411.72)	106.82
01-04-541-52266	RECYCLING	56,000.00	48,047.05	5,955.80	7,952.95	85.80
01-04-541-53300	OFFICE SUPPLIES	300.00	74.12	0.00	225.88	24.71
01-04-541-53303	TELEPHONE	3,000.00	3,932.61	394.90	(932.61)	131.09
01-04-541-53304	ELECTRICITY	5,000.00	2,523.00	0.00	2,477.00	50.46
01-04-541-53305	HEAT	7,500.00	1,947.51	0.00	5,552.49	25.97
01-04-541-53308	BUILDING SUPPLIES	3,000.00	3,865.23	287.51	(865.23)	128.84
01-04-541-53309	BUILDING REPAIRS	4,000.00	1,139.19	699.00	2,860.81	28.48
01-04-541-53310	FUEL	19,000.00	22,878.30	5,077.48	(3,878.30)	120.41
01-04-541-53323	PROTECTIVE GEAR	500.00	96.75	0.00	403.25	19.35
01-04-541-53329	CLOTHING	2,250.00	1,635.07	546.52	614.93	72.67
01-04-541-53330	REPAIR PARTS/EQUIPMENT	18,000.00	32,869.39	997.28	(14,869.39)	182.61
01-04-541-53332	NUTS & BOLTS	100.00	51.13	12.99	48.87	51.13
01-04-541-53333	TOOLS	1,000.00	190.22	39.99	809.78	19.02
01-04-541-53334	STREET SIGNS	3,000.00	6,868.42	0.00	(3,868.42)	228.95
01-04-541-53335	STREET LIGHTING	25,000.00	34,909.50	6,346.89	(9,909.50)	139.64
01-04-541-53337	SALT & ICE CONTROL	29,000.00	2,224.59	281.61	26,775.41	7.67
01-04-541-53338	TREE & BRUSH CONTROL	1,200.00	423.70	130.94	776.30	35.31
01-04-541-53357	DIGGERS HOT LINE	1,200.00	870.40	9.60	329.60	72.53
01-04-541-53399	MISCELLANEOUS	500.00	310.95	0.00	189.05	62.19
01-04-541-55318	TECHNOLOGY SUPPLIES	1,000.00	4,992.88	590.99	(3,992.88)	499.29
Total Dept 04-541 - PUBLIC WORKS - STREET		698,496.00	678,856.92	59,843.13	19,639.08	97.19
Department: 04-542 PARK						
01-04-542-51100	SALARIES & WAGES	53,856.00	54,257.39	5,746.32	(401.39)	100.75
01-04-542-51101	OVERTIME	247.00	0.00	0.00	247.00	0.00
01-04-542-51102	PART-TIME	6,375.00	9,796.18	9,796.18	(3,421.18)	153.67
01-04-542-51199	FRINGE BENEFITS	31,373.00	30,866.21	1,129.56	506.79	98.38
01-04-542-52230	REPAIRS & MAINTENANCE	20,000.00	13,621.88	665.85	6,378.12	68.11
01-04-542-52285	WEPCO LEASE	400.00	467.48	0.00	(67.48)	116.87

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 04-542 PARK						
01-04-542-53304	ELECTRICITY	9,000.00	10,730.52	1,343.79	(1,730.52)	119.23
01-04-542-53305	HEAT	2,500.00	1,161.88	207.35	1,338.12	46.48
Total Dept 04-542 - PARK		123,751.00	120,901.54	18,889.05	2,849.46	97.70
Department: 05-541 OLD VILLAGE HALL						
01-05-541-53304	ELECTRICITY	1,100.00	1,014.68	209.53	85.32	92.24
01-05-541-53305	HEAT	1,000.00	786.77	109.19	213.23	78.68
01-05-541-53308	BUILDING SUPPLIES	400.00	44.25	0.00	355.75	11.06
Total Dept 05-541 - OLD VILLAGE HALL		2,500.00	1,845.70	318.72	654.30	73.83
Department: 07-554 UNCLASSIFIED						
01-07-554-57790	TRANSFERS TO OTHER FUNDS	0.00	236,730.93	0.00	(236,730.93)	100.00
Total Dept 07-554 - UNCLASSIFIED		0.00	236,730.93	0.00	(236,730.93)	100.00
Expenditures		3,130,000.00	3,084,453.81	253,488.20	45,546.19	98.54
Fund 01 - GENERAL FUND:						
TOTAL REVENUES		3,130,000.00	3,139,328.74	148,587.60	(9,328.74)	100.30
TOTAL EXPENDITURES		3,130,000.00	3,084,453.81	253,488.20	45,546.19	98.54
NET OF REVENUES & EXPENDITURES:		0.00	54,874.93	(104,900.60)	(54,874.93)	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 07 PARK IMPROVEMENT FUND						
Account Category: Revenues						
Department: 44-013 INTEREST INCOME						
07-44-013-48100	INVESTMENT INTEREST	5,000.00	13,799.96	1,191.36	(8,799.96)	276.00
Total Dept 44-013 - INTEREST INCOME		5,000.00	13,799.96	1,191.36	(8,799.96)	276.00
Department: 45-011 PARK & RECREATION						
07-45-011-46741	GALA TICKET SALES	15,000.00	23,125.00	0.00	(8,125.00)	154.17
07-45-011-46742	GALA SPONSORSHIPS	25,000.00	14,500.00	0.00	10,500.00	58.00
07-45-011-46743	GALA PROCEEDS	45,000.00	54,571.08	150.00	(9,571.08)	121.27
07-45-011-46750	DOG DAYS TICKET SALES	2,000.00	809.50	0.00	1,190.50	40.48
07-45-011-46751	DOG DAYS SPONSORSHIPS	500.00	2,804.91	600.00	(2,304.91)	560.98
07-45-011-46752	DOG DAYS PROCEEDS	1,500.00	0.00	0.00	1,500.00	0.00
07-45-011-48500	DONATION REVENUE	10,000.00	79,286.95	35,033.00	(69,286.95)	792.87
07-45-011-48550	GIVING TREE LEAVES	1,000.00	0.00	0.00	1,000.00	0.00
Total Dept 45-011 - PARK & RECREATION		100,000.00	175,097.44	35,783.00	(75,097.44)	175.10
Revenues		105,000.00	188,897.40	36,974.36	(83,897.40)	179.90
Account Category: Expenditures						
Department: 07-542 PARK						
07-07-542-52200	PRINTING & PUBLISHING	500.00	0.00	0.00	500.00	0.00
07-07-542-52201	POSTAGE	300.00	0.00	0.00	300.00	0.00
07-07-542-52207	LEGAL COUNSEL	200.00	0.00	0.00	200.00	0.00
07-07-542-52209	ENGINEERING SERVICES	2,500.00	0.00	0.00	2,500.00	0.00
07-07-542-52291	ADVERTISING	2,500.00	2,495.00	0.00	5.00	99.80
07-07-542-57292	PARK GALA	50,000.00	61,631.45	0.00	(11,631.45)	123.26
07-07-542-57293	DOG DAYS OF WINTER	2,000.00	695.87	21.25	1,304.13	34.79
07-07-542-57720	MISCELLANEOUS	500.00	203.96	10.00	296.04	40.79
07-07-542-57771	GIVING TREE LEAVES	500.00	0.00	0.00	500.00	0.00
Total Dept 07-542 - PARK		59,000.00	65,026.28	31.25	(6,026.28)	110.21
Expenditures		59,000.00	65,026.28	31.25	(6,026.28)	110.21
Fund 07 - PARK IMPROVEMENT FUND:						
TOTAL REVENUES		105,000.00	188,897.40	36,974.36	(83,897.40)	179.90
TOTAL EXPENDITURES		59,000.00	65,026.28	31.25	(6,026.28)	110.21
NET OF REVENUES & EXPENDITURES:		46,000.00	123,871.12	36,943.11	(77,871.12)	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg't Used
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT						
Account Category: Revenues						
Department: 13-012 UNCLASSIFIED						
14-13-012-42100	SPECIAL ASSESSMENT COLLECTED	36,071.00	44,487.82	7,666.10	(8,416.82)	123.33
Total Dept 13-012 - UNCLASSIFIED		36,071.00	44,487.82	7,666.10	(8,416.82)	123.33
Department: 13-013 INTEREST INCOME						
14-13-013-48100	INVESTMENT INTEREST	8,246.00	13,448.55	604.53	(5,202.55)	163.09
Total Dept 13-013 - INTEREST INCOME		8,246.00	13,448.55	604.53	(5,202.55)	163.09
Department: 13-019 CAPITAL IMPROVEMENT FUND						
14-13-019-41000	GENERAL OPERATIONS	250,000.00	250,000.00	0.00	0.00	100.00
14-13-019-43510	GRANTS AND AIDS	371,000.00	0.00	0.00	371,000.00	0.00
Total Dept 13-019 - CAPITAL IMPROVEMENT FUND		621,000.00	250,000.00	0.00	371,000.00	40.26
Department: 13-554 UNCLASSIFIED						
14-13-554-49220	TRANSFER FROM OTHER FUNDS	0.00	405,107.93	93,377.00	(405,107.93)	100.00
Total Dept 13-554 - UNCLASSIFIED		0.00	405,107.93	93,377.00	(405,107.93)	100.00
Revenues		665,317.00	713,044.30	101,647.63	(47,727.30)	107.17
Account Category: Expenditures						
Department: 14-554 UNCLASSIFIED						
14-14-554-57707	VILLAGE PARK IMPROVEMENTS	0.00	11,371.97	3,972.96	(11,371.97)	100.00
14-14-554-57710	CONTINGENCY	164,673.00	0.00	0.00	164,673.00	0.00
14-14-554-57722	PIGEON CREEK RESTORATION PHASE 2	208,135.00	150,115.55	36,559.40	58,019.45	72.12
14-14-554-57727	WILLIAMSBURG BRIDGE	135,000.00	32,520.48	0.00	102,479.52	24.09
14-14-554-57737	ROAD PROGRAM RESERVE	0.00	80,923.62	50,004.38	(80,923.62)	100.00
14-14-554-57746	DEVELOPMENT INCENTIVE	0.00	5,000.00	0.00	(5,000.00)	100.00
14-14-554-57763	PUBLIC PARKING RESERVE	0.00	12,575.20	4,092.00	(12,575.20)	100.00
Total Dept 14-554 - UNCLASSIFIED		507,808.00	292,506.82	94,628.74	215,301.18	57.60
Department: 16-510 VILLAGE REPRESENTATION						
14-16-510-54499	OTHER	0.00	71,324.55	0.00	(71,324.55)	100.00
Total Dept 16-510 - VILLAGE REPRESENTATION		0.00	71,324.55	0.00	(71,324.55)	100.00
Department: 16-511 VILLAGE ADMINISTRATION						
14-16-511-54499	OTHER	4,020.00	108.75	108.75	3,911.25	2.71
Total Dept 16-511 - VILLAGE ADMINISTRATION		4,020.00	108.75	108.75	3,911.25	2.71
Department: 16-521 POLICE DEPARTMENT						
14-16-521-54400	OFFICE EQUIPMENT	0.00	15,380.82	0.00	(15,380.82)	100.00
14-16-521-54401	VEHICLES	25,000.00	63,185.96	228.94	(38,185.96)	252.74
14-16-521-54402	EQUIPMENT	15,704.00	18,790.00	0.00	(3,086.00)	119.65
14-16-521-54499	OTHER	2,500.00	0.00	0.00	2,500.00	0.00
Total Dept 16-521 - POLICE DEPARTMENT		43,204.00	97,356.78	228.94	(54,152.78)	225.34
Department: 16-522 FIRE DEPARTMENT						
14-16-522-54401	VEHICLES	20,285.00	0.00	0.00	20,285.00	0.00
14-16-522-54499	OTHER	0.00	137,085.00	0.00	(137,085.00)	100.00
Total Dept 16-522 - FIRE DEPARTMENT		20,285.00	137,085.00	0.00	(116,800.00)	675.79
Department: 16-541 PUBLIC WORKS - STREET						
14-16-541-54401	VEHICLES	25,000.00	74,273.04	173.48	(49,273.04)	297.09
14-16-541-54402	EQUIPMENT	18,000.00	0.00	0.00	18,000.00	0.00

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT						
Account Category: Expenditures						
Department: 16-541 PUBLIC WORKS - STREET						
14-16-541-54499	OTHER	30,000.00	35,179.47	0.00	(5,179.47)	117.26
Total Dept 16-541 - PUBLIC WORKS - STREET		73,000.00	109,452.51	173.48	(36,452.51)	149.93
Department: 16-542 PARK						
14-16-542-54499	OTHER	17,000.00	2,852.50	1,711.50	14,147.50	16.78
Total Dept 16-542 - PARK		17,000.00	2,852.50	1,711.50	14,147.50	16.78
Expenditures		665,317.00	710,686.91	96,851.41	(45,369.91)	106.82
Fund 14 - CAPITAL IMPROVEMENT/EQUIPMENT:						
TOTAL REVENUES		665,317.00	713,044.30	101,647.63	(47,727.30)	107.17
TOTAL EXPENDITURES		665,317.00	710,686.91	96,851.41	(45,369.91)	106.82
NET OF REVENUES & EXPENDITURES:		0.00	2,357.39	4,796.22	(2,357.39)	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 16 OLD VILLAGE HALL						
Account Category: Expenditures						
Department: 05-541 OLD VILLAGE HALL						
16-05-541-53304	ELECTRICITY	0.00	0.00	(47.37)	0.00	0.00
16-05-541-53305	HEAT	0.00	0.00	86.53	0.00	0.00
16-05-541-57790	TRANSFERS TO OTHER FUNDS	0.00	15,372.62	15,372.62	(15,372.62)	100.00
Total Dept 05-541 - OLD VILLAGE HALL		0.00	15,372.62	15,411.78	(15,372.62)	100.00
Expenditures		0.00	15,372.62	15,411.78	(15,372.62)	100.00
Fund 16 - OLD VILLAGE HALL:						
TOTAL REVENUES		0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES		0.00	15,372.62	15,411.78	(15,372.62)	100.00
NET OF REVENUES & EXPENDITURES:		0.00	(15,372.62)	(15,411.78)	15,372.62	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg Used
Fund: 19 STORM WATER MANAGEMENT						
Account Category: Revenues						
Department: 13-019 CAPITAL IMPROVEMENT FUND						
19-13-019-43510	GRANTS AND AIDS	0.00	168,377.00	45,377.00	(168,377.00)	100.00
Total Dept 13-019 - CAPITAL IMPROVEMENT FUND		0.00	168,377.00	45,377.00	(168,377.00)	100.00
Department: 18-023 STORM WATER MANAGEMENT						
19-18-023-41000	GENERAL OPERATIONS	52,000.00	52,000.00	0.00	0.00	100.00
Total Dept 18-023 - STORM WATER MANAGEMENT		52,000.00	52,000.00	0.00	0.00	100.00
Revenues		52,000.00	220,377.00	45,377.00	(168,377.00)	423.80
Account Category: Expenditures						
Department: 18-023 STORM WATER MANAGEMENT						
19-18-023-57790	TRANSFERS TO OTHER FUNDS	0.00	168,377.00	93,377.00	(168,377.00)	100.00
Total Dept 18-023 - STORM WATER MANAGEMENT		0.00	168,377.00	93,377.00	(168,377.00)	100.00
Department: 18-541 PUBLIC WORKS - STREET						
19-18-541-51100	SALARIES & WAGES	26,691.00	26,860.96	2,838.63	(169.96)	100.64
19-18-541-51101	OVERTIME	85.00	0.00	0.00	85.00	0.00
19-18-541-51199	FRINGE BENEFITS	14,599.00	14,142.19	96.88	456.81	96.87
19-18-541-52209	ENGINEERING SERVICES	10,000.00	12,679.19	2,250.00	(2,679.19)	126.79
19-18-541-52237	WORKER S COMPENSATION	900.00	495.00	495.00	405.00	55.00
19-18-541-52243	ALL OTHER INSURANCE	1,250.00	725.00	725.00	525.00	58.00
19-18-541-52252	JOINT NR-216 PERMIT	500.00	512.50	0.00	(12.50)	102.50
19-18-541-52255	PIGEON CREEK MAINTENANCE	5,000.00	472.00	0.00	4,528.00	9.44
19-18-541-52257	MAINTENANCE & REPAIRS	15,000.00	224.00	0.00	14,776.00	1.49
19-18-541-52776	STORMWATER PLANNING	0.00	9,561.70	(512.50)	(9,561.70)	100.00
Total Dept 18-541 - PUBLIC WORKS - STREET		74,025.00	65,672.54	5,893.01	8,352.46	88.72
Expenditures		74,025.00	234,049.54	99,270.01	(160,024.54)	316.18
Fund 19 - STORM WATER MANAGEMENT:						
TOTAL REVENUES		52,000.00	220,377.00	45,377.00	(168,377.00)	423.80
TOTAL EXPENDITURES		74,025.00	234,049.54	99,270.01	(160,024.54)	316.18
NET OF REVENUES & EXPENDITURES:		(22,025.00)	(13,672.54)	(53,893.01)	(8,352.46)	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg Used
Fund: 21 SEWER UTILITY						
Account Category: Revenues						
Department: 46-016 SEWER						
21-46-016-43510	GRANTS AND AIDS	0.00	426,932.90	145,612.90	(426,932.90)	100.00
21-46-016-46410	SEWER SERVICE CHARGE	1,121,402.00	1,101,372.78	304,989.19	20,029.22	98.21
21-46-016-46412	SEWER CONNECTION FEE	19,850.00	13,852.26	58.52	5,997.74	69.78
21-46-016-46415	SEWER SERVICE PENALTY	10,000.00	11,327.10	5,521.00	(1,327.10)	113.27
21-46-016-48101	INTEREST ON REVENUES	25,000.00	46,422.13	3,988.53	(21,422.13)	185.69
21-46-016-49300	FUND BALANCE APPLIED	225,000.00	0.00	0.00	225,000.00	0.00
Total Dept 46-016 - SEWER		1,401,252.00	1,599,907.17	460,170.14	(198,655.17)	114.18
Revenues		1,401,252.00	1,599,907.17	460,170.14	(198,655.17)	114.18
Account Category: Expenditures						
Department: 02-610 SEWER						
21-02-610-52237	WORKER S COMPENSATION	3,500.00	1,868.00	1,868.00	1,632.00	53.37
21-02-610-52242	BUSINESS PROPERTY	900.00	1,397.00	1,397.00	(497.00)	155.22
21-02-610-52243	ALL OTHER INSURANCE	15,000.00	13,441.00	13,441.00	1,559.00	89.61
Total Dept 02-610 - SEWER		19,400.00	16,706.00	16,706.00	2,694.00	86.11
Department: 05-610 SEWER						
21-05-610-51100	SALARIES & WAGES	107,624.00	101,345.08	11,357.99	6,278.92	94.17
21-05-610-51101	OVERTIME	365.00	0.00	0.00	365.00	0.00
21-05-610-51199	FRINGE BENEFITS	55,942.00	51,247.80	2,930.92	4,694.20	91.61
21-05-610-52200	PRINTING & PUBLISHING	600.00	67.37	0.00	532.63	11.23
21-05-610-52201	POSTAGE	2,500.00	0.00	0.00	2,500.00	0.00
21-05-610-52202	DUES & SUBSCRIPTIONS	300.00	0.00	0.00	300.00	0.00
21-05-610-52203	TRAINING & MEETINGS	200.00	88.49	0.00	111.51	44.25
21-05-610-52204	TRANSPORTATION	500.00	0.00	0.00	500.00	0.00
21-05-610-52207	LEGAL COUNSEL	500.00	795.00	0.00	(295.00)	159.00
21-05-610-52209	ENGINEERING SERVICES	20,000.00	353,266.46	(32,950.54)	(333,266.46)	1,766.33
21-05-610-52210	DATA PROCESSING	8,000.00	0.00	0.00	8,000.00	0.00
21-05-610-52223	RADIO MAINTENANCE	200.00	0.00	0.00	200.00	0.00
21-05-610-52248	SEWER REPAIR/MAINTENANCE	65,000.00	1,848.04	0.00	63,151.96	2.84
21-05-610-52249	SEWER CHARGE - GENERAL	40,000.00	40,000.00	40,000.00	0.00	100.00
21-05-610-52250	SEWER CLEANING	17,000.00	21,712.00	0.00	(4,712.00)	127.72
21-05-610-52251	BUILDING REPAIRS	5,000.00	1,532.43	107.84	3,467.57	30.65
21-05-610-52253	AUDIT	3,900.00	3,900.00	0.00	0.00	100.00
21-05-610-53300	OFFICE SUPPLIES	1,100.00	828.99	0.00	271.01	75.36
21-05-610-53303	TELEPHONE	2,500.00	1,243.44	100.68	1,256.56	49.74
21-05-610-53304	ELECTRICITY	17,500.00	17,762.21	1,014.78	(262.21)	101.50
21-05-610-53305	HEAT	200.00	139.18	1,737.22	60.82	69.59
21-05-610-53308	BUILDING SUPPLIES	2,000.00	716.46	36.56	1,283.54	35.82
21-05-610-53329	CLOTHING	1,000.00	425.01	0.00	574.99	42.50
21-05-610-53330	REPAIR PARTS/EQUIPMENT	1,000.00	1,525.49	0.00	(525.49)	152.55
21-05-610-53345	CHEMICALS	500.00	580.00	0.00	(80.00)	116.00
21-05-610-53399	MISCELLANEOUS	1,000.00	386.88	0.00	613.12	38.69
21-05-610-54400	OFFICE EQUIPMENT	1,000.00	479.45	60.56	520.55	47.95
21-05-610-54499	OTHER	252,000.00	121,949.58	(105,843.67)	130,050.42	48.39
Total Dept 05-610 - SEWER		607,431.00	721,839.36	(81,447.66)	(114,408.36)	118.83
Department: 06-610 SEWER						
21-06-610-58500	DEPRECIATION	95,000.00	92,479.89	92,479.89	2,520.11	97.35

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 21 SEWER UTILITY						
Account Category: Expenditures						
Department: 06-610 SEWER						
21-06-610-58510	REPLACEMENT FUND	17,000.00	0.00	0.00	17,000.00	0.00
Total Dept 06-610 - SEWER		112,000.00	92,479.89	92,479.89	19,520.11	82.57
Department: 07-610 SEWER						
21-07-610-59640	MMSD PAYMENT	401,439.00	405,727.00	0.00	(4,288.00)	101.07
21-07-610-59650	MMSD O/M	260,982.00	259,956.81	64,942.54	1,025.19	99.61
Total Dept 07-610 - SEWER		662,421.00	665,683.81	64,942.54	(3,262.81)	100.49
Expenditures		1,401,252.00	1,496,709.06	92,680.77	(95,457.06)	106.81
Fund 21 - SEWER UTILITY:						
TOTAL REVENUES		1,401,252.00	1,599,907.17	460,170.14	(198,655.17)	114.18
TOTAL EXPENDITURES		1,401,252.00	1,496,709.06	92,680.77	(95,457.06)	106.81
NET OF REVENUES & EXPENDITURES:		0.00	103,198.11	367,489.37	(103,198.11)	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 42 TAX INCREMENT DISTRICT #2						
Account Category: Revenues						
Department: 40-001 LOCAL PROPERTY TAXES						
42-40-001-41000	GENERAL OPERATIONS	100.00	103.68	0.00	(3.68)	103.68
	Total Dept 40-001 - LOCAL PROPERTY TAXES	100.00	103.68	0.00	(3.68)	103.68
Department: 44-013 INTEREST INCOME						
42-44-013-48100	INVESTMENT INTEREST	10,000.00	18,355.03	1,209.88	(8,355.03)	183.55
	Total Dept 44-013 - INTEREST INCOME	10,000.00	18,355.03	1,209.88	(8,355.03)	183.55
Department: 45-015 OTHER INCOME						
42-45-015-48000	MISCELLANEOUS	0.00	15,010.38	0.00	(15,010.38)	100.00
	Total Dept 45-015 - OTHER INCOME	0.00	15,010.38	0.00	(15,010.38)	100.00
	Revenues	10,100.00	33,469.09	1,209.88	(23,369.09)	331.38
Account Category: Expenditures						
Department: 10-042 TAX INCREMENT DISTRICT #2						
42-10-042-51100	SALARIES & WAGES	46,875.00	47,675.60	4,867.79	(800.60)	101.71
42-10-042-51199	FRINGE BENEFITS	11,242.00	20,082.44	427.92	(8,840.44)	178.64
42-10-042-54205	PLANNER SERVICES	0.00	25,066.81	5,547.32	(25,066.81)	100.00
42-10-042-54206	AUDIT	5,500.00	5,500.00	0.00	0.00	100.00
42-10-042-54207	LEGAL COUNSEL	1,000.00	2,195.50	0.00	(1,195.50)	219.55
42-10-042-54209	ENGINEERING SERVICES	10,000.00	6,946.41	2,865.80	3,053.59	69.46
42-10-042-54245	ADMINISTRATIVE/SECRETARIAL	10,000.00	150.00	0.00	9,850.00	1.50
42-10-042-54290	CONSULTANTS	20,000.00	7,623.37	2,500.00	12,376.63	38.12
42-10-042-54801	PROPERTY ACQUISITION	0.00	583,016.76	3,597.53	(583,016.76)	100.00
42-10-042-54802	REMEDATION/SITE DEVEL	0.00	30,090.00	26,203.00	(30,090.00)	100.00
42-10-042-54803	TIF #2 WATERMAINS	1,000.00	(21,694.20)	(28,390.88)	22,694.20	(2,169.42)
42-10-042-56620	INTEREST	134,930.00	134,930.00	0.00	0.00	100.00
42-10-042-56625	BOND FEES	400.00	400.00	0.00	0.00	100.00
	Total Dept 10-042 - TAX INCREMENT DISTRICT #2	240,947.00	841,982.69	17,618.48	(601,035.69)	349.45
	Expenditures	240,947.00	841,982.69	17,618.48	(601,035.69)	349.45
Fund 42 - TAX INCREMENT DISTRICT #2:						
	TOTAL REVENUES	10,100.00	33,469.09	1,209.88	(23,369.09)	331.38
	TOTAL EXPENDITURES	240,947.00	841,982.69	17,618.48	(601,035.69)	349.45
	NET OF REVENUES & EXPENDITURES:	(230,847.00)	(808,513.60)	(16,408.60)	577,666.60	
Report Totals:						
	TOTAL REVENUES - ALL FUNDS	5,363,669.00	5,895,023.70	793,966.61	(531,354.70)	109.91
	TOTAL EXPENDITURES - ALL FUNDS	5,570,541.00	6,448,280.91	575,351.90	(877,739.91)	115.76
	NET OF REVENUES & EXPENDITURES:	(206,872.00)	(553,257.21)	218,614.71	346,385.21	

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Assets						
Department: 00-000						
01-00-000-11110	CHECKING - PWSB/BMO GENERAL		(2,840,086.18)	(2,484,415.52)	1,111,780.71	(1,728,305.47)
01-00-000-11113	FLEX-BANCORP		2,500.00	0.00	0.00	2,500.00
01-00-000-11120	TAX ACCOUNT (PWSB)		(275,467.92)	131.25	275,609.74	141.82
01-00-000-11155	PORT WASHINGTON STATE BANK/CD		500,000.00	0.00	0.00	500,000.00
01-00-000-11210	ACT 102 FUNDS		(40,192.85)	27,997.85	40,192.85	0.00
01-00-000-11220	POLICE DONATION FUND		(11,090.73)	16,200.89	11,090.73	0.00
01-00-000-11230	FIRE DONATION FUND		(20,051.04)	20,101.04	20,051.04	0.00
01-00-000-11710	INVESTMENTS		4,218,240.73	2,332,513.61	(1,433,919.04)	2,784,321.69
01-00-000-11800	PETTY CASH		500.00	0.00	0.00	500.00
01-00-000-12100	TAXES RECEIVABLE		2,124,664.46	2,379,732.00	255,067.54	2,379,732.00
01-00-000-12320	DELINQUENT PERSONAL PROPERTY		4,893.29	0.00	937.03	5,830.32
01-00-000-12321	DEL. SWR. BILLS DUE FROM CTY.		4,647.87	(1,106.42)	(3,237.19)	1,410.68
01-00-000-13100	ACCOUNTS RECEIVABLE		16,147.36	3,474.10	2,651.10	18,798.46
01-00-000-13210	LEASE RECEIVABLE - TOWERCO		869,080.00	(15,559.00)	(15,559.00)	853,521.00
01-00-000-13300	ACCRUED INTEREST RECEIVABLE		2,206.85	0.00	(2,206.85)	0.00
01-00-000-16160	GASOLINE INVENTORY		3,100.00	0.00	0.00	3,100.00
01-00-000-16210	DEFERRED OUTFLOW		159,662.65	331.21	331.21	159,993.86
01-00-000-16230	DEFERRED EXPENDITURE		42,871.90	50,287.85	13,264.70	56,136.60
01-00-000-18100	INTANGIBLE ASSETS		15,235.00	(5,827.00)	(5,827.00)	9,408.00
01-00-000-18210	LAND		416,177.00	0.00	0.00	416,177.00
01-00-000-18215	EASEMENTS		12,925.00	0.00	0.00	12,925.00
01-00-000-18299	LAND HELD FOR RESALE		1,119,500.00	(194,400.00)	(194,400.00)	925,100.00
01-00-000-18300	BUILDINGS		1,254,753.00	77,578.00	77,578.00	1,332,331.00
01-00-000-18400	IMPROVEMENTS OTHER THAN BLDG		1,403,104.00	(188,646.00)	(188,646.00)	1,214,458.00
01-00-000-18500	MACHINERY AND EQUIPMENT		1,834,682.00	(806,213.00)	(806,213.00)	1,028,469.00
01-00-000-18550	FURNITURE AND FIXTURES		31,858.00	(5,827.00)	(5,827.00)	26,031.00
01-00-000-18790	CONSTRUCTION IN PROGRESS		217,446.00	581,443.00	581,443.00	798,889.00
01-00-000-18800	MUSEUM ITEM - FIRE TRUCK		47,197.00	0.00	0.00	47,197.00
01-00-000-18810	INFRASTRUCTURE		3,325,847.00	(48,234.00)	(48,234.00)	3,277,613.00
01-00-000-18820	STORMWATER INFRASTRUCTURE		4,372,368.00	(95,682.00)	(95,682.00)	4,276,686.00
Total Department 00-000:			18,812,718.39	1,643,880.86	(409,753.43)	18,402,964.96
Assets			18,812,718.39	1,643,880.86	(409,753.43)	18,402,964.96
Account Category: Liabilities						
Department: 00-000						
01-00-000-21110	ACCOUNTS PAYABLE		88,726.92	50,081.17	(34,489.67)	54,237.25
01-00-000-21511	SOCIAL SECURITY TAX		0.00	(215.45)	0.00	0.00
01-00-000-21520	WI RETIREMENT		0.00	(10,142.27)	0.00	0.00
01-00-000-21530	HEALTH INSURANCE WITHHOLDING		0.00	(18,008.39)	0.00	0.00
01-00-000-21531	DENTAL INSURANCE WITHHOLDING		0.00	(86.56)	0.00	0.00
01-00-000-21532	VISION INSURANCE WITHHOLDING		0.00	(129.50)	0.00	0.00
01-00-000-21533	LIFE INSURANCE WITHHOLDING		0.00	(3,390.02)	0.00	0.00
01-00-000-21534	ACCIDENTAL INS WITHHOLDING		4.05	30.29	(4.05)	0.00
01-00-000-21550	PROFESSIONAL POLICE ASSOC.		0.00	247.50	0.00	0.00
01-00-000-21580	GARNISHMENT		0.00	(340.15)	0.00	0.00
01-00-000-21590	FLEX BENEFIT		7,875.06	11,908.85	4,229.52	12,104.58
01-00-000-21700	ACCRUED PAYROLL		27,122.96	33,305.83	6,182.87	33,305.83
01-00-000-23160	DEPOSIT-DEVELP. APPLICATION		1,003.65	1,710.94	1,371.94	2,375.59
01-00-000-23165	REFUNDS - PARK DEPOSIT		600.00	0.00	100.00	700.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Liabilities						
Department: 00-000						
01-00-000-23166	SOFTBALL ASSOC. PARK DEPOSIT		1,000.00	0.00	0.00	1,000.00
01-00-000-23170	MISCELLANEOUS REFUNDS		1,400.00	0.00	2,700.00	4,100.00
01-00-000-26110	DEFERRED REVENUES		2,128,558.19	2,384,738.01	256,209.82	2,384,768.01
01-00-000-26120	UNEARNED LEASE REVENUE - TOWER		869,080.00	(15,559.00)	(15,559.00)	853,521.00
01-00-000-29620	ACCRUED COMPENSATORY TIME		159,662.65	331.21	331.21	159,993.86
Total Department 00-000:			3,285,033.48	2,434,482.46	221,072.64	3,506,106.12
Liabilities			3,285,033.48	2,434,482.46	221,072.64	3,506,106.12
Account Category: Fund Equity						
Department: 00-000						
01-00-000-32000	INVESTMENTS IN FIXED ASSETS		14,051,093.00	(685,809.00)	(685,809.00)	13,365,284.00
01-00-000-33900	UNAPPROPRIATED		219,837.10	(18,624.10)	(18,624.10)	201,213.00
01-00-000-34110	RESERVED/DELINQUENT PERS PROP		4,893.29	0.00	0.00	4,893.29
01-00-000-34111	RESERVED/DELINQUENT SEWER BILL		4,647.87	0.00	0.00	4,647.87
01-00-000-34112	DESIGNATED/COMPENSATED ABSENCE		159,662.65	331.21	331.21	159,993.86
01-00-000-34113	RESERVED/PARK DEDICATION FEE		4,500.00	0.00	0.00	4,500.00
01-00-000-34120	RESERVED/INVENTORIES		3,100.00	0.00	0.00	3,100.00
01-00-000-34160	TPD DONATIONS		0.00	18,400.89	18,400.89	18,400.89
01-00-000-34210	APPROP.-CORPORATE RESERVES		598,000.00	0.00	0.00	598,000.00
01-00-000-34212	APPROPRIATED-WRKG CAPITAL		481,951.00	0.00	0.00	481,951.00
Total Department 00-000:			15,527,684.91	(685,701.00)	(685,701.00)	14,841,983.91
Fund Equity			15,527,684.91	(685,701.00)	(685,701.00)	14,841,983.91
Account Category: Revenues						
Department: 40-001 LOCAL PROPERTY TAXES						
01-40-001-41000	GENERAL OPERATIONS	2,124,664.00	0.00	0.00	2,124,664.00	2,124,664.00
Total Department 40-001:		2,124,664.00	0.00	0.00	2,124,664.00	2,124,664.00
Department: 41-002 SHARED REVENUES						
01-41-002-43410	STATE SHARED REVENUE	148,927.00	0.00	0.00	148,926.77	148,926.77
Total Department 41-002:		148,927.00	0.00	0.00	148,926.77	148,926.77
Department: 41-003 GRANTS & AIDS						
01-41-003-43420	FIRE INSURANCE DUES	17,500.00	0.00	0.00	18,914.71	18,914.71
01-41-003-43430	EXEMPT COMPUTER AID	4,179.00	0.00	0.00	4,178.66	4,178.66
01-41-003-43440	LOCAL TRANSPORTATION AIDS	193,289.00	0.00	0.00	193,317.60	193,317.60
01-41-003-43450	VIDEO SERVICE PROVIDER AIDS	9,471.00	0.00	0.00	9,470.83	9,470.83
01-41-003-43520	LAW ENFORCEMENT GRANT	1,120.00	0.00	0.00	2,880.00	2,880.00
01-41-003-43560	RECYCLING GRANT	9,500.00	0.00	0.00	9,530.57	9,530.57
Total Department 41-003:		235,059.00	0.00	0.00	238,292.37	238,292.37
Department: 41-007 OTHER						
01-41-007-47311	OTHER SVCS TO OTHER LOCAL GOVT	15,000.00	0.00	1,834.22	12,228.39	12,228.39
Total Department 41-007:		15,000.00	0.00	1,834.22	12,228.39	12,228.39
Department: 41-011 PARK & RECREATION						
01-41-011-47310	FISCAL AGENT FEES - LIBRARY	8,000.00	0.00	0.00	8,000.00	8,000.00
Total Department 41-011:		8,000.00	0.00	0.00	8,000.00	8,000.00
Department: 42-004 LICENSES						

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Revenues						
Department: 42-004 LICENSES						
01-42-004-44110	LIQUOR & MALT BEVERAGE	9,500.00	0.00	0.00	8,282.00	8,282.00
01-42-004-44120	CIGARETTE	200.00	0.00	0.00	200.00	200.00
01-42-004-44212	DOG	2,000.00	0.00	(500.75)	1,318.25	1,318.25
01-42-004-44214	CAT LICENSES	200.00	0.00	0.00	175.00	175.00
01-42-004-44415	SUNDRY	700.00	0.00	(15.00)	165.00	165.00
Total Department 42-004:		12,600.00	0.00	(515.75)	10,140.25	10,140.25
Department: 42-005 PERMITS						
01-42-005-44320	BUILDING	50,000.00	0.00	2,050.30	42,109.11	42,109.11
01-42-005-44321	ELECTRICAL	15,000.00	0.00	350.00	8,987.48	8,987.48
01-42-005-44322	PLUMBING	15,000.00	0.00	525.00	8,527.25	8,527.25
01-42-005-44423	SUNDRY	2,500.00	0.00	250.00	1,596.37	1,596.37
Total Department 42-005:		82,500.00	0.00	3,175.30	61,220.21	61,220.21
Department: 42-006 FINES & FORFEITURES						
01-42-006-45110	COURT FINES	25,000.00	0.00	(706.99)	9,533.77	9,533.77
01-42-006-45130	PARKING FINES	15,000.00	0.00	670.00	8,383.00	8,383.00
Total Department 42-006:		40,000.00	0.00	(36.99)	17,916.77	17,916.77
Department: 42-007 OTHER						
01-42-007-44920	CABLE TV	19,000.00	0.00	253.59	16,828.13	16,828.13
01-42-007-48210	CELL TOWER LEASE	46,520.00	0.00	(30,960.00)	15,559.32	15,559.32
Total Department 42-007:		65,520.00	0.00	(30,706.41)	32,387.45	32,387.45
Department: 43-001 LOCAL PROPERTY TAXES						
01-43-001-46725	PARK LAND DEDICATION	7,000.00	0.00	0.00	4,000.00	4,000.00
Total Department 43-001:		7,000.00	0.00	0.00	4,000.00	4,000.00
Department: 43-008 GENERAL GOVERNMENT						
01-43-008-46100	GENERAL GOVERNMENT	4,750.00	0.00	160.00	983.50	983.50
01-43-008-46142	ASSESSMENT LETTERS	3,000.00	0.00	700.00	3,900.00	3,900.00
Total Department 43-008:		7,750.00	0.00	860.00	4,883.50	4,883.50
Department: 43-009 PROTECTION-PERSONS & PROPERTY						
01-43-009-46210	POLICE DEPARTMENT FEES	2,500.00	0.00	143.55	1,840.35	1,840.35
Total Department 43-009:		2,500.00	0.00	143.55	1,840.35	1,840.35
Department: 43-010 HEALTH & SANITATION						
01-43-010-46420	RECYCLING PROCEEDS	13,000.00	0.00	30.00	11,966.50	11,966.50
01-43-010-46421	DUMPSTER RENTAL	10,000.00	0.00	600.00	8,350.00	8,350.00
01-43-010-46422	ADDITIONAL TRASH CART FEE	500.00	0.00	0.00	1,125.00	1,125.00
01-43-010-46423	ADDITIONAL RECYCLING CART FEE	400.00	0.00	0.00	0.00	0.00
Total Department 43-010:		23,900.00	0.00	630.00	21,441.50	21,441.50
Department: 43-011 PARK & RECREATION						
01-43-011-46720	PARK FEES	8,000.00	0.00	(100.00)	6,700.00	6,700.00
01-43-011-46821	SOFTBALL ASSOCIATION PARK FEE	1,500.00	0.00	0.00	1,350.00	1,350.00
Total Department 43-011:		9,500.00	0.00	(100.00)	8,050.00	8,050.00
Department: 43-012 UNCLASSIFIED						
01-43-012-48000	MISCELLANEOUS	11,063.00	0.00	146.84	11,490.26	11,490.26
Total Department 43-012:		11,063.00	0.00	146.84	11,490.26	11,490.26

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Increase (Decrease)	YTD Balance 12/31/2024 Normal (Abnormal)
Fund: 01 GENERAL FUND							
Account Category: Revenues							
Department: 44-013 INTEREST INCOME							
01-44-013-48100	INVESTMENT INTEREST	100,000.00	0.00	6,030.60	78,448.68	78,448.68	78,448.68
01-44-013-48110	INTEREST ON LEASE RECEIVABLE	0.00	0.00	30,960.00	30,960.00	30,960.00	30,960.00
Total Department 44-013:		100,000.00	0.00	36,990.60	109,408.68	109,408.68	109,408.68
Department: 45-015 OTHER INCOME							
01-45-015-47410	ADMIN. CHARGE TO SEWER UTILITY	40,000.00	0.00	40,000.00	40,000.00	40,000.00	40,000.00
01-45-015-48010	OTHER INCOME	25,000.00	0.00	(107.00)	188,165.00	188,165.00	188,165.00
01-45-015-48501	TPD DONATIONS	0.00	0.00	9,566.00	9,566.00	9,566.00	9,566.00
01-45-015-49220	TRANSFER FROM OTHER FUNDS	31,017.00	0.00	86,707.24	86,707.24	86,707.24	86,707.24
01-45-015-49300	FUND BALANCE APPLIED	140,000.00	0.00	0.00	0.00	0.00	0.00
Total Department 45-015:		236,017.00	0.00	136,166.24	324,438.24	324,438.24	324,438.24
Revenues		3,130,000.00	0.00	148,587.60	3,139,328.74	3,139,328.74	3,139,328.74
Account Category: Expenditures							
Department: 01-510 VILLAGE REPRESENTATION							
01-01-510-51106	VILLAGE BOARD	20,000.00	0.00	0.00	17,500.00	17,500.00	17,500.00
01-01-510-51112	ELECTION WORKERS	4,000.00	0.00	0.00	5,175.00	5,175.00	5,175.00
01-01-510-51199	FRINGE BENEFITS	1,530.00	0.00	0.00	1,530.00	1,530.00	1,530.00
01-01-510-52200	PRINTING & PUBLISHING	7,000.00	0.00	3,024.09	7,316.53	7,316.53	7,316.53
01-01-510-52201	POSTAGE	3,300.00	0.00	1,632.61	5,518.96	5,518.96	5,518.96
01-01-510-52202	DUES & SUBSCRIPTIONS	3,600.00	0.00	0.00	3,708.37	3,708.37	3,708.37
01-01-510-52203	TRAINING & MEETINGS	1,200.00	0.00	35.00	1,326.43	1,326.43	1,326.43
01-01-510-52205	PLANNER SERVICES	2,000.00	0.00	543.75	9,218.33	9,218.33	9,218.33
01-01-510-52206	AUDIT	22,700.00	0.00	505.00	18,897.00	18,897.00	18,897.00
01-01-510-52207	LEGAL COUNSEL	12,000.00	0.00	2,215.50	11,583.00	11,583.00	11,583.00
01-01-510-52208	ASSESSOR	6,600.00	0.00	0.00	4,950.00	4,950.00	4,950.00
01-01-510-53302	ELECTION EXPENSE	8,000.00	0.00	844.06	6,445.50	6,445.50	6,445.50
01-01-510-53397	AWARDS PROGRAM	3,000.00	0.00	4,095.00	5,027.82	5,027.82	5,027.82
01-01-510-53399	MISCELLANEOUS	900.00	0.00	160.95	2,665.37	2,665.37	2,665.37
Total Department 01-510:		95,830.00	0.00	13,055.96	100,862.31	100,862.31	100,862.31
Department: 01-511 VILLAGE ADMINISTRATION							
01-01-511-51100	SALARIES & WAGES	83,769.00	0.00	9,112.50	62,184.89	62,184.89	62,184.89
01-01-511-51101	OVERTIME	489.00	0.00	0.00	159.05	159.05	159.05
01-01-511-51108	ADMINISTRATOR	60,500.00	0.00	6,282.70	59,975.43	59,975.43	59,975.43
01-01-511-51115	TRAVEL/TRAINING/SEMINARS	3,000.00	0.00	505.36	2,588.36	2,588.36	2,588.36
01-01-511-51195	ANNUITANT FRINGE	8,180.00	0.00	0.00	9,010.20	9,010.20	9,010.20
01-01-511-51196	ADMINISTRATOR FRINGE	26,787.00	0.00	1,627.38	27,908.97	27,908.97	27,908.97
01-01-511-51199	FRINGE BENEFITS	44,251.00	0.00	5,175.23	34,149.92	34,149.92	34,149.92
01-01-511-52202	DUES & SUBSCRIPTIONS	1,200.00	0.00	0.00	1,843.44	1,843.44	1,843.44
01-01-511-52203	TRAINING & MEETINGS	500.00	0.00	0.00	492.52	492.52	492.52
01-01-511-52209	ENGINEERING SERVICES	7,000.00	0.00	1,573.50	5,188.00	5,188.00	5,188.00
01-01-511-52210	DATA PROCESSING	5,000.00	0.00	1,373.24	4,314.68	4,314.68	4,314.68
01-01-511-52211	CODIFICATION	1,150.00	0.00	0.00	1,150.00	1,150.00	1,150.00
01-01-511-52213	OFFICE EQUIPMENT/MAINTENANCE	250.00	0.00	0.00	329.82	329.82	329.82
01-01-511-53300	OFFICE SUPPLIES	3,000.00	0.00	581.67	3,739.01	3,739.01	3,739.01
01-01-511-53303	TELEPHONE	2,500.00	0.00	715.85	5,836.31	5,836.31	5,836.31
01-01-511-53304	ELECTRICITY	16,000.00	0.00	3,736.07	20,304.21	20,304.21	20,304.21
01-01-511-53305	HEAT	7,500.00	0.00	2,773.18	7,219.17	7,219.17	7,219.17

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 01-511 VILLAGE ADMINISTRATION						
01-01-511-53306	JANITOR SUPPLIES	1,500.00	0.00	0.00	308.35	308.35
01-01-511-53308	BUILDING SUPPLIES	18,000.00	0.00	594.97	12,489.97	12,489.97
01-01-511-53311	RECRUITMENT	0.00	0.00	882.00	2,149.00	2,149.00
01-01-511-53399	MISCELLANEOUS	250.00	0.00	687.06	1,109.29	1,109.29
Total Department 01-511:		290,826.00	0.00	35,620.71	262,450.59	262,450.59
Department: 01-522 FIRE DEPARTMENT						
01-01-522-52233	SOUTHERN OZAUKEE FIRE DEPT	275,996.00	0.00	0.00	277,410.71	277,410.71
Total Department 01-522:		275,996.00	0.00	0.00	277,410.71	277,410.71
Department: 01-551 LIBRARY						
01-01-551-52246	WEYENBERG LIBRARY	111,351.00	0.00	0.00	111,351.00	111,351.00
Total Department 01-551:		111,351.00	0.00	0.00	111,351.00	111,351.00
Department: 01-552 COMMUNITY SRO PROGRAM						
01-01-552-52235	COMMUNITY SRO PROGRAM	12,660.00	0.00	0.00	12,660.00	12,660.00
Total Department 01-552:		12,660.00	0.00	0.00	12,660.00	12,660.00
Department: 01-554 UNCLASSIFIED						
01-01-554-57710	CONTINGENCY	99,500.00	0.00	0.00	1,218.75	1,218.75
01-01-554-57715	FLEX BENEFIT	2,600.00	0.00	350.69	3,197.17	3,197.17
01-01-554-57730	UNEMPLOYMENT COMPENSATION	1,000.00	0.00	0.00	0.00	0.00
01-01-554-57735	THIENSVILLE BUSINESS ASSOC	5,000.00	0.00	0.00	5,000.00	5,000.00
01-01-554-57740	FAMILY SERVICE	2,000.00	0.00	0.00	2,000.00	2,000.00
01-01-554-57750	JULY 4TH ACTIVITY	4,000.00	0.00	0.00	4,629.61	4,629.61
01-01-554-57754	HISTORIC PRESERVATION	1,500.00	0.00	0.00	30.00	30.00
01-01-554-57756	PERSONAL PROPERTY TAXES	100.00	0.00	0.00	0.00	0.00
Total Department 01-554:		115,700.00	0.00	350.69	16,075.53	16,075.53
Department: 02-512 INSURANCE						
01-02-512-52237	WORKER S COMPENSATION	41,258.00	0.00	25,218.00	31,597.00	31,597.00
01-02-512-52242	BUSINESS PROPERTY	10,462.00	0.00	(1,397.00)	11,285.00	11,285.00
01-02-512-52243	ALL OTHER INSURANCE	48,995.00	0.00	(41,747.00)	39,370.00	39,370.00
Total Department 02-512:		100,715.00	0.00	(17,926.00)	82,252.00	82,252.00
Department: 03-521 POLICE DEPARTMENT						
01-03-521-51100	SALARIES & WAGES	628,461.00	0.00	64,636.48	523,575.26	523,575.26
01-03-521-51101	OVERTIME	15,191.00	0.00	1,722.16	39,767.78	39,767.78
01-03-521-51104	EDUCATIONAL INCENTIVE	1,000.00	0.00	0.00	1,000.00	1,000.00
01-03-521-51105	HOLIDAY PAY	16,871.00	0.00	13,960.92	13,960.92	13,960.92
01-03-521-51109	DPW EQUIPMENT MAINTENANCE CALL	3,233.00	0.00	335.71	3,257.59	3,257.59
01-03-521-51113	POLICE CHIEF SALARY	100,000.00	0.00	10,464.63	100,849.39	100,849.39
01-03-521-51115	TRAVEL/TRAINING/SEMINARS	1,000.00	0.00	216.00	780.61	780.61
01-03-521-51117	CONTRACT LABOR	0.00	0.00	0.00	13,148.43	13,148.43
01-03-521-51197	POLICE CHIEF FRINGE	52,422.00	0.00	2,791.13	51,416.93	51,416.93
01-03-521-51199	FRINGE BENEFITS	381,997.00	0.00	17,731.28	302,974.87	302,974.87
01-03-521-52200	PRINTING & PUBLISHING	100.00	0.00	36.73	219.38	219.38
01-03-521-52201	POSTAGE	500.00	0.00	10.75	28.45	28.45
01-03-521-52202	DUES & SUBSCRIPTIONS	500.00	0.00	0.00	619.00	619.00
01-03-521-52213	OFFICE EQUIPMENT/MAINTENANCE	100.00	0.00	0.00	0.00	0.00
01-03-521-52215	TRAINING - POLICE	6,000.00	0.00	526.01	5,406.87	5,406.87

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

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Fund: 01 GENERAL FUND							
Account Category: Expenditures							
Department: 03-521 POLICE DEPARTMENT							
01-03-521-52216	ANIMAL BOARDING	200.00	0.00	0.00		0.00	0.00
01-03-521-52218	SPECIAL POLICE	2,000.00	0.00	0.00		0.00	0.00
01-03-521-52219	TELETYPE	1,800.00	0.00	0.00		1,077.00	1,077.00
01-03-521-52220	RADAR/SIREN MAINTENANCE	300.00	0.00	0.00		0.00	0.00
01-03-521-52221	JUVENILE PROGRAM	2,000.00	0.00	2,255.84		2,836.62	2,836.62
01-03-521-52222	EMERGENCY GOVERNMENT	2,000.00	0.00	0.00		1,163.97	1,163.97
01-03-521-52223	RADIO MAINTENANCE	2,000.00	0.00	0.00		0.00	0.00
01-03-521-53300	OFFICE SUPPLIES	1,000.00	0.00	433.70		683.27	683.27
01-03-521-53301	PROCESSING SUPPLIES	1,000.00	0.00	0.00		0.00	0.00
01-03-521-53303	TELEPHONE	4,000.00	0.00	880.01		7,489.13	7,489.13
01-03-521-53307	SUPPLIES-COPY MACHINE	1,000.00	0.00	97.56		1,170.72	1,170.72
01-03-521-53310	FUEL	15,000.00	0.00	2,671.02		14,624.91	14,624.91
01-03-521-53311	RECRUITMENT	0.00	0.00	1,061.00		5,893.99	5,893.99
01-03-521-53312	UNIFORM ALLOWANCES	5,600.00	0.00	1,490.24		6,085.03	6,085.03
01-03-521-53313	PHOTO SUPPLIES	200.00	0.00	0.00		0.00	0.00
01-03-521-53314	INVESTIGATIONS	1,000.00	0.00	470.61		694.02	694.02
01-03-521-53315	TIRES	1,500.00	0.00	0.00		888.18	888.18
01-03-521-53316	REPAIRS & MAINTENANCE	2,500.00	0.00	0.00		1,172.46	1,172.46
01-03-521-53317	AMMUNITION	3,200.00	0.00	743.70		3,227.60	3,227.60
01-03-521-53350	BODY ARMOR/LEATHER GEAR	2,500.00	0.00	(687.50)		3,075.00	3,075.00
01-03-521-53398	OTHER SUPPLIES	2,000.00	0.00	142.24		1,269.77	1,269.77
01-03-521-55318	TECHNOLOGY SUPPLIES	0.00	0.00	37.50		333.97	333.97
Total Department 03-521:		1,258,175.00	0.00	122,027.72		1,108,691.12	1,108,691.12
Department: 03-522 FIRE DEPARTMENT							
01-03-522-51109	DPW EQUIPMENT MAINTENANCE CALL	0.00	0.00	0.00		(60.36)	(60.36)
01-03-522-52201	POSTAGE	0.00	0.00	5.58		5.58	5.58
01-03-522-53303	TELEPHONE	0.00	0.00	353.54		530.31	530.31
01-03-522-53320	TRUCK MAINTENANCE	0.00	0.00	12,195.00		12,195.00	12,195.00
01-03-522-53399	MISCELLANEOUS	0.00	0.00	0.00		169.50	169.50
Total Department 03-522:		0.00	0.00	12,554.12		12,840.03	12,840.03
Department: 03-523 INSPECTION							
01-03-523-52272	BUILDING INSPECTION	31,000.00	0.00	5,880.36		40,377.52	40,377.52
01-03-523-52273	PLUMBING INSPECTION	6,000.00	0.00	1,743.77		10,918.67	10,918.67
01-03-523-52274	ELECTRICAL INSPECTION	7,000.00	0.00	1,129.97		10,229.24	10,229.24
Total Department 03-523:		44,000.00	0.00	8,754.10		61,525.43	61,525.43
Department: 04-541 PUBLIC WORKS - STREET							
01-04-541-51100	SALARIES & WAGES	272,252.00	0.00	29,214.07		275,177.12	275,177.12
01-04-541-51101	OVERTIME	1,139.00	0.00	257.25		583.50	583.50
01-04-541-51102	PART-TIME	8,625.00	0.00	(9,796.18)		5,241.32	5,241.32
01-04-541-51199	FRINGE BENEFITS	159,930.00	0.00	2,910.09		156,004.10	156,004.10
01-04-541-52203	TRAINING & MEETINGS	500.00	0.00	35.00		265.00	265.00
01-04-541-52223	RADIO MAINTENANCE	500.00	0.00	0.00		0.00	0.00
01-04-541-52227	STREET MAINTENANCE	25,000.00	0.00	4,476.21		18,324.15	18,324.15
01-04-541-52228	SANITARY LANDFILL	50,000.00	0.00	11,375.19		53,411.72	53,411.72
01-04-541-52266	RECYCLING	56,000.00	0.00	5,955.80		48,047.05	48,047.05
01-04-541-53300	OFFICE SUPPLIES	300.00	0.00	0.00		74.12	74.12
01-04-541-53303	TELEPHONE	3,000.00	0.00	394.90		3,932.61	3,932.61

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Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 04-541 PUBLIC WORKS - STREET						
01-04-541-53304	ELECTRICITY	5,000.00	0.00	0.00	2,523.00	2,523.00
01-04-541-53305	HEAT	7,500.00	0.00	0.00	1,947.51	1,947.51
01-04-541-53308	BUILDING SUPPLIES	3,000.00	0.00	287.51	3,865.23	3,865.23
01-04-541-53309	BUILDING REPAIRS	4,000.00	0.00	699.00	1,139.19	1,139.19
01-04-541-53310	FUEL	19,000.00	0.00	5,077.48	22,878.30	22,878.30
01-04-541-53323	PROTECTIVE GEAR	500.00	0.00	0.00	96.75	96.75
01-04-541-53329	CLOTHING	2,250.00	0.00	546.52	1,635.07	1,635.07
01-04-541-53330	REPAIR PARTS/EQUIPMENT	18,000.00	0.00	997.28	32,869.39	32,869.39
01-04-541-53332	NUTS & BOLTS	100.00	0.00	12.99	51.13	51.13
01-04-541-53333	TOOLS	1,000.00	0.00	39.99	190.22	190.22
01-04-541-53334	STREET SIGNS	3,000.00	0.00	0.00	6,868.42	6,868.42
01-04-541-53335	STREET LIGHTING	25,000.00	0.00	6,346.89	34,909.50	34,909.50
01-04-541-53337	SALT & ICE CONTROL	29,000.00	0.00	281.61	2,224.59	2,224.59
01-04-541-53338	TREE & BRUSH CONTROL	1,200.00	0.00	130.94	423.70	423.70
01-04-541-53357	DIGGERS HOT LINE	1,200.00	0.00	9.60	870.40	870.40
01-04-541-53399	MISCELLANEOUS	500.00	0.00	0.00	310.95	310.95
01-04-541-55318	TECHNOLOGY SUPPLIES	1,000.00	0.00	590.99	4,992.88	4,992.88
Total Department 04-541:		698,496.00	0.00	59,843.13	678,856.92	678,856.92
Department: 04-542 PARK						
01-04-542-51100	SALARIES & WAGES	53,856.00	0.00	5,746.32	54,257.39	54,257.39
01-04-542-51101	OVERTIME	247.00	0.00	0.00	0.00	0.00
01-04-542-51102	PART-TIME	6,375.00	0.00	9,796.18	9,796.18	9,796.18
01-04-542-51199	FRINGE BENEFITS	31,373.00	0.00	1,129.56	30,866.21	30,866.21
01-04-542-52230	REPAIRS & MAINTENANCE	20,000.00	0.00	665.85	13,621.88	13,621.88
01-04-542-52285	WEPCO LEASE	400.00	0.00	0.00	467.48	467.48
01-04-542-53304	ELECTRICITY	9,000.00	0.00	1,343.79	10,730.52	10,730.52
01-04-542-53305	HEAT	2,500.00	0.00	207.35	1,161.88	1,161.88
Total Department 04-542:		123,751.00	0.00	18,889.05	120,901.54	120,901.54
Department: 05-541 OLD VILLAGE HALL						
01-05-541-53304	ELECTRICITY	1,100.00	0.00	209.53	1,014.68	1,014.68
01-05-541-53305	HEAT	1,000.00	0.00	109.19	786.77	786.77
01-05-541-53308	BUILDING SUPPLIES	400.00	0.00	0.00	44.25	44.25
Total Department 05-541:		2,500.00	0.00	318.72	1,845.70	1,845.70
Department: 07-554 UNCLASSIFIED						
01-07-554-57790	TRANSFERS TO OTHER FUNDS	0.00	0.00	0.00	236,730.93	236,730.93
Total Department 07-554:		0.00	0.00	0.00	236,730.93	236,730.93
Expenditures		3,130,000.00	0.00	253,488.20	3,084,453.81	3,084,453.81
Fund: 07 PARK IMPROVEMENT FUND						
Account Category: Assets						
Department: 00-000						
07-00-000-11110	CHECKING - PWSB/BMO GENERAL		1,896.55	283.00	21,480.13	23,376.68
07-00-000-11520	PARK IMPROVEMENT FUND		208,612.30	1,660.11	78,390.99	287,003.29
07-00-000-13100	ACCOUNTS RECEIVABLE		11,000.00	35,000.00	24,000.00	35,000.00
Total Department 00-000:			221,508.85	36,943.11	123,871.12	345,379.97
Assets			221,508.85	36,943.11	123,871.12	345,379.97

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 07 PARK IMPROVEMENT FUND						
Account Category: Fund Equity						
Department: 00-000						
07-00-000-33900	UNAPPROPRIATED		52,029.85	(98,118.00)	(98,118.00)	(46,088.15)
07-00-000-34151	RESERVED/WATER FEATURE		166,979.00	71,118.00	71,118.00	238,097.00
07-00-000-34152	RESERVED/ICE SKATING		500.00	0.00	0.00	500.00
07-00-000-34153	RESERVED/PAVILION		2,000.00	0.00	0.00	2,000.00
07-00-000-34157	RESERVED/COURT SPORTS		0.00	27,000.00	27,000.00	27,000.00
Total Department 00-000:			221,508.85	0.00	0.00	221,508.85
Fund Equity			221,508.85	0.00	0.00	221,508.85
Account Category: Revenues						
Department: 44-013 INTEREST INCOME						
07-44-013-48100	INVESTMENT INTEREST	5,000.00	0.00	1,191.36	13,799.96	13,799.96
Total Department 44-013:		5,000.00	0.00	1,191.36	13,799.96	13,799.96
Department: 45-011 PARK & RECREATION						
07-45-011-46741	GALA TICKET SALES	15,000.00	0.00	0.00	23,125.00	23,125.00
07-45-011-46742	GALA SPONSORSHIPS	25,000.00	0.00	0.00	14,500.00	14,500.00
07-45-011-46743	GALA PROCEEDS	45,000.00	0.00	150.00	54,571.08	54,571.08
07-45-011-46750	DOG DAYS TICKET SALES	2,000.00	0.00	0.00	809.50	809.50
07-45-011-46751	DOG DAYS SPONSORSHIPS	500.00	0.00	600.00	2,804.91	2,804.91
07-45-011-46752	DOG DAYS PROCEEDS	1,500.00	0.00	0.00	0.00	0.00
07-45-011-48500	DONATION REVENUE	10,000.00	0.00	35,033.00	79,286.95	79,286.95
07-45-011-48550	GIVING TREE LEAVES	1,000.00	0.00	0.00	0.00	0.00
Total Department 45-011:		100,000.00	0.00	35,783.00	175,097.44	175,097.44
Revenues		105,000.00	0.00	36,974.36	188,897.40	188,897.40
Account Category: Expenditures						
Department: 07-542 PARK						
07-07-542-52200	PRINTING & PUBLISHING	500.00	0.00	0.00	0.00	0.00
07-07-542-52201	POSTAGE	300.00	0.00	0.00	0.00	0.00
07-07-542-52207	LEGAL COUNSEL	200.00	0.00	0.00	0.00	0.00
07-07-542-52209	ENGINEERING SERVICES	2,500.00	0.00	0.00	0.00	0.00
07-07-542-52291	ADVERTISING	2,500.00	0.00	0.00	2,495.00	2,495.00
07-07-542-57292	PARK GALA	50,000.00	0.00	0.00	61,631.45	61,631.45
07-07-542-57293	DOG DAYS OF WINTER	2,000.00	0.00	21.25	695.87	695.87
07-07-542-57720	MISCELLANEOUS	500.00	0.00	10.00	203.96	203.96
07-07-542-57771	GIVING TREE LEAVES	500.00	0.00	0.00	0.00	0.00
Total Department 07-542:		59,000.00	0.00	31.25	65,026.28	65,026.28
Expenditures		59,000.00	0.00	31.25	65,026.28	65,026.28
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT						
Account Category: Assets						
Department: 00-000						
14-00-000-11110	CHECKING - PWSB/BMO GENERAL		296,681.13	11,523.90	(154,275.44)	142,405.69
14-00-000-11730	FIRE EQUIPMENT REPLACEMENT		116,800.25	0.00	(116,800.25)	0.00
14-00-000-11740	INVESTMENTS - DPW TRUCK		176,289.44	585.37	(35,415.77)	140,873.67
14-00-000-12100	TAXES RECEIVABLE		289,317.82	157,838.02	(131,479.80)	157,838.02
14-00-000-12600	SPECIAL ASSESS RECEIVABLE		92,743.73	(44,112.66)	(44,112.66)	48,631.07
14-00-000-16230	DEFERRED EXPENDITURE		0.00	3,086.00	3,086.00	3,086.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT						
Account Category: Assets						
Department: 00-000						
Total Department 00-000:			971,832.37	128,920.63	(478,997.92)	492,834.45
Assets			971,832.37	128,920.63	(478,997.92)	492,834.45
Account Category: Liabilities						
Department: 00-000						
14-00-000-21110	ACCOUNTS PAYABLE		335,527.80	10,399.05	(305,762.85)	29,764.95
14-00-000-26110	DEFERRED REVENUES		250,000.00	120,000.00	(130,000.00)	120,000.00
14-00-000-26200	DEFERRED REVENUE ON SPEC ASSES		132,061.55	(6,274.64)	(45,592.46)	86,469.09
Total Department 00-000:			717,589.35	124,124.41	(481,355.31)	236,234.04
Liabilities			717,589.35	124,124.41	(481,355.31)	236,234.04
Account Category: Fund Equity						
Department: 00-000						
14-00-000-33900	UNAPPROPRIATED		254,243.02	0.00	0.00	254,243.02
Total Department 00-000:			254,243.02	0.00	0.00	254,243.02
Fund Equity			254,243.02	0.00	0.00	254,243.02
Account Category: Revenues						
Department: 13-012 UNCLASSIFIED						
14-13-012-42100	SPECIAL ASSESSMENT COLLECTED	36,071.00	0.00	7,666.10	44,487.82	44,487.82
Total Department 13-012:			36,071.00	7,666.10	44,487.82	44,487.82
Department: 13-013 INTEREST INCOME						
14-13-013-48100	INVESTMENT INTEREST	8,246.00	0.00	604.53	13,448.55	13,448.55
Total Department 13-013:			8,246.00	604.53	13,448.55	13,448.55
Department: 13-019 CAPITAL IMPROVEMENT FUND						
14-13-019-41000	GENERAL OPERATIONS	250,000.00	0.00	0.00	250,000.00	250,000.00
14-13-019-43510	GRANTS AND AIDS	371,000.00	0.00	0.00	0.00	0.00
Total Department 13-019:			621,000.00	0.00	250,000.00	250,000.00
Department: 13-554 UNCLASSIFIED						
14-13-554-49220	TRANSFER FROM OTHER FUNDS	0.00	0.00	93,377.00	405,107.93	405,107.93
Total Department 13-554:			0.00	93,377.00	405,107.93	405,107.93
Revenues			665,317.00	101,647.63	713,044.30	713,044.30
Account Category: Expenditures						
Department: 14-554 UNCLASSIFIED						
14-14-554-57707	VILLAGE PARK IMPROVEMENTS	0.00	0.00	3,972.96	11,371.97	11,371.97
14-14-554-57710	CONTINGENCY	164,673.00	0.00	0.00	0.00	0.00
14-14-554-57722	PIGEON CREEK RESTORATION PHASE 2	208,135.00	0.00	36,559.40	150,115.55	150,115.55
14-14-554-57727	WILLIAMSBURG BRIDGE	135,000.00	0.00	0.00	32,520.48	32,520.48
14-14-554-57737	ROAD PROGRAM RESERVE	0.00	0.00	50,004.38	80,923.62	80,923.62
14-14-554-57746	DEVELOPMENT INCENTIVE	0.00	0.00	0.00	5,000.00	5,000.00
14-14-554-57763	PUBLIC PARKING RESERVE	0.00	0.00	4,092.00	12,575.20	12,575.20
Total Department 14-554:			507,808.00	94,628.74	292,506.82	292,506.82
Department: 16-510 VILLAGE REPRESENTATION						
14-16-510-54499	OTHER	0.00	0.00	0.00	71,324.55	71,324.55

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Increase (Decrease)	YTD Balance 12/31/2024 Normal (Abnormal)
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT							
Account Category: Expenditures							
Department: 16-510 VILLAGE REPRESENTATION							
	Total Department 16-510:	0.00	0.00	0.00		71,324.55	71,324.55
Department: 16-511 VILLAGE ADMINISTRATION							
14-16-511-54499	OTHER	4,020.00	0.00	108.75		108.75	108.75
	Total Department 16-511:	4,020.00	0.00	108.75		108.75	108.75
Department: 16-521 POLICE DEPARTMENT							
14-16-521-54400	OFFICE EQUIPMENT	0.00	0.00	0.00		15,380.82	15,380.82
14-16-521-54401	VEHICLES	25,000.00	0.00	228.94		63,185.96	63,185.96
14-16-521-54402	EQUIPMENT	15,704.00	0.00	0.00		18,790.00	18,790.00
14-16-521-54499	OTHER	2,500.00	0.00	0.00		0.00	0.00
	Total Department 16-521:	43,204.00	0.00	228.94		97,356.78	97,356.78
Department: 16-522 FIRE DEPARTMENT							
14-16-522-54401	VEHICLES	20,285.00	0.00	0.00		0.00	0.00
14-16-522-54499	OTHER	0.00	0.00	0.00		137,085.00	137,085.00
	Total Department 16-522:	20,285.00	0.00	0.00		137,085.00	137,085.00
Department: 16-541 PUBLIC WORKS - STREET							
14-16-541-54401	VEHICLES	25,000.00	0.00	173.48		74,273.04	74,273.04
14-16-541-54402	EQUIPMENT	18,000.00	0.00	0.00		0.00	0.00
14-16-541-54499	OTHER	30,000.00	0.00	0.00		35,179.47	35,179.47
	Total Department 16-541:	73,000.00	0.00	173.48		109,452.51	109,452.51
Department: 16-542 PARK							
14-16-542-54499	OTHER	17,000.00	0.00	1,711.50		2,852.50	2,852.50
	Total Department 16-542:	17,000.00	0.00	1,711.50		2,852.50	2,852.50
	Expenditures	665,317.00	0.00	96,851.41		710,686.91	710,686.91
Fund: 19 STORM WATER MANAGEMENT							
Account Category: Assets							
Department: 00-000							
19-00-000-11110	CHECKING - PWSB/BMO GENERAL		(4,925.95)	(76,206.70)		(62,723.36)	(67,649.31)
19-00-000-12100	TAXES RECEIVABLE		52,000.00	52,000.00		0.00	52,000.00
19-00-000-13100	ACCOUNTS RECEIVABLE		0.00	25,000.00		25,000.00	25,000.00
19-00-000-16230	DEFERRED EXPENDITURE		882.86	409.99		(472.87)	409.99
	Total Department 00-000:		47,956.91	1,203.29		(38,196.23)	9,760.68
	Assets		47,956.91	1,203.29		(38,196.23)	9,760.68
Account Category: Liabilities							
Department: 00-000							
19-00-000-21110	ACCOUNTS PAYABLE		27,143.77	2,384.23		(24,747.04)	2,396.73
19-00-000-21700	ACCRUED PAYROLL		488.72	712.07		223.35	712.07
19-00-000-26110	DEFERRED REVENUES		52,000.00	52,000.00		0.00	52,000.00
	Total Department 00-000:		79,632.49	55,096.30		(24,523.69)	55,108.80
	Liabilities		79,632.49	55,096.30		(24,523.69)	55,108.80
Account Category: Fund Equity							
Department: 00-000							
19-00-000-33900	UNAPPROPRIATED		(31,675.58)	0.00		0.00	(31,675.58)

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Increase (Decrease)	YTD Balance 12/31/2024 Normal (Abnormal)
Fund: 19 STORM WATER MANAGEMENT							
Account Category: Fund Equity							
Department: 00-000							
Total Department 00-000:			(31,675.58)	0.00		0.00	(31,675.58)
Fund Equity			(31,675.58)	0.00		0.00	(31,675.58)
Account Category: Revenues							
Department: 13-019 CAPITAL IMPROVEMENT FUND							
19-13-019-43510	GRANTS AND AIDS	0.00	0.00	45,377.00		168,377.00	168,377.00
Total Department 13-019:		0.00	0.00	45,377.00		168,377.00	168,377.00
Department: 18-023 STORM WATER MANAGEMENT							
19-18-023-41000	GENERAL OPERATIONS	52,000.00	0.00	0.00		52,000.00	52,000.00
Total Department 18-023:		52,000.00	0.00	0.00		52,000.00	52,000.00
Revenues		52,000.00	0.00	45,377.00		220,377.00	220,377.00
Account Category: Expenditures							
Department: 18-023 STORM WATER MANAGEMENT							
19-18-023-57790	TRANSFERS TO OTHER FUNDS	0.00	0.00	93,377.00		168,377.00	168,377.00
Total Department 18-023:		0.00	0.00	93,377.00		168,377.00	168,377.00
Department: 18-541 PUBLIC WORKS - STREET							
19-18-541-51100	SALARIES & WAGES	26,691.00	0.00	2,838.63		26,860.96	26,860.96
19-18-541-51101	OVERTIME	85.00	0.00	0.00		0.00	0.00
19-18-541-51199	FRINGE BENEFITS	14,599.00	0.00	96.88		14,142.19	14,142.19
19-18-541-52209	ENGINEERING SERVICES	10,000.00	0.00	2,250.00		12,679.19	12,679.19
19-18-541-52237	WORKER S COMPENSATION	900.00	0.00	495.00		495.00	495.00
19-18-541-52243	ALL OTHER INSURANCE	1,250.00	0.00	725.00		725.00	725.00
19-18-541-52252	JOINT NR-216 PERMIT	500.00	0.00	0.00		512.50	512.50
19-18-541-52255	PIGEON CREEK MAINTENANCE	5,000.00	0.00	0.00		472.00	472.00
19-18-541-52257	MAINTENANCE & REPAIRS	15,000.00	0.00	0.00		224.00	224.00
19-18-541-52776	STORMWATER PLANNING	0.00	0.00	(512.50)		9,561.70	9,561.70
Total Department 18-541:		74,025.00	0.00	5,893.01		65,672.54	65,672.54
Expenditures		74,025.00	0.00	99,270.01		234,049.54	234,049.54
Fund: 21 SEWER UTILITY							
Account Category: Assets							
Department: 00-000							
21-00-000-11110	CHECKING - PWSB/BMO GENERAL		16,632.25	(172,126.45)		(225,044.89)	(208,412.64)
21-00-000-11140	SAVINGS - PWBS/HARRIS		2,008.74	43,325.80		41,711.99	43,720.73
21-00-000-11510	SEWER EQUIPMENT REPLACEMENT FD		269,950.20	1,255.48		32,192.73	302,142.93
21-00-000-11710	INVESTMENTS		750,694.17	497.36		7,150.83	757,845.00
21-00-000-12100	TAXES RECEIVABLE		37,979.19	36,592.87		(1,386.32)	36,592.87
21-00-000-13100	ACCOUNTS RECEIVABLE		291,667.03	369,113.66		74,848.13	366,515.16
21-00-000-15100	DUE FROM GENERAL FUND		68.72	0.00		0.00	68.72
21-00-000-16210	DEFERRED OUTFLOW		96,468.00	(40,332.00)		(40,332.00)	56,136.00
21-00-000-16230	DEFERRED EXPENDITURE		5,962.53	8,591.01		5,310.32	11,272.85
21-00-000-18190	INTANGIBLE ASSET (GIS SYSTEM)		100,618.23	0.00		0.00	100,618.23
21-00-000-18313	COLLECTING SEWERS		3,167,675.84	201,331.50		201,331.50	3,369,007.34
21-00-000-18314	INTERCEPTOR MAIN		2,873,897.57	0.00		0.00	2,873,897.57
21-00-000-18321	STRUCTURES & IMPROVEMENT		755,270.14	0.00		0.00	755,270.14

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Fund: 21 SEWER UTILITY						
Account Category: Assets						
Department: 00-000						
21-00-000-18323	ELECTRIC PUMPING EQUIPMENT		754,896.06	0.00	0.00	754,896.06
21-00-000-18572	OFFICE EQUIPMENT		78,049.78	0.00	0.00	78,049.78
21-00-000-18573	VEHICLES		49,192.99	0.00	0.00	49,192.99
21-00-000-18700	CONSTRUCTION IN PROGRESS		81,228.42	20,882.93	20,882.93	102,111.35
21-00-000-18900	ACCUMULATED DEPRECIATION		(2,771,895.47)	(73,672.32)	(73,672.32)	(2,845,567.79)
Total Department 00-000:			6,560,364.39	395,459.84	42,992.90	6,603,357.29
Assets			6,560,364.39	395,459.84	42,992.90	6,603,357.29
Account Category: Liabilities						
Department: 00-000						
21-00-000-21110	ACCOUNTS PAYABLE		105,292.03	63,800.35	(22,711.78)	82,580.25
21-00-000-21700	ACCRUED PAYROLL		1,663.55	2,914.12	1,250.57	2,914.12
21-00-000-29630	DEFERRED INFLOW		46,975.00	(19,945.00)	(19,945.00)	27,030.00
21-00-000-29640	NET PENSION LIABILITY		26,743.00	(18,799.00)	(18,799.00)	7,944.00
Total Department 00-000:			180,673.58	27,970.47	(60,205.21)	120,468.37
Liabilities			180,673.58	27,970.47	(60,205.21)	120,468.37
Account Category: Fund Equity						
Department: 00-000						
21-00-000-31100	CAPITAL PAID-IN BY MUNICIPAL		782,407.87	0.00	0.00	782,407.87
21-00-000-31110	CONTRIBU. IN AID OF CONSTRUCT.		2,511,545.13	0.00	0.00	2,511,545.13
21-00-000-33110	SEWER EQUIP. REPLACEMENT RES		269,950.20	0.00	17,000.00	286,950.20
21-00-000-33900	UNAPPROPRIATED		2,815,718.89	0.00	(17,000.00)	2,798,718.89
Total Department 00-000:			6,379,622.09	0.00	0.00	6,379,622.09
Fund Equity			6,379,622.09	0.00	0.00	6,379,622.09
Account Category: Revenues						
Department: 46-016 SEWER						
21-46-016-43510	GRANTS AND AIDS	0.00	0.00	145,612.90	426,932.90	426,932.90
21-46-016-46410	SEWER SERVICE CHARGE	1,121,402.00	0.00	304,989.19	1,101,372.78	1,101,372.78
21-46-016-46412	SEWER CONNECTION FEE	19,850.00	0.00	58.52	13,852.26	13,852.26
21-46-016-46415	SEWER SERVICE PENALTY	10,000.00	0.00	5,521.00	11,327.10	11,327.10
21-46-016-48101	INTEREST ON REVENUES	25,000.00	0.00	3,988.53	46,422.13	46,422.13
21-46-016-49300	FUND BALANCE APPLIED	225,000.00	0.00	0.00	0.00	0.00
Total Department 46-016:		1,401,252.00	0.00	460,170.14	1,599,907.17	1,599,907.17
Revenues		1,401,252.00	0.00	460,170.14	1,599,907.17	1,599,907.17
Account Category: Expenditures						
Department: 02-610 SEWER						
21-02-610-52237	WORKER S COMPENSATION	3,500.00	0.00	1,868.00	1,868.00	1,868.00
21-02-610-52242	BUSINESS PROPERTY	900.00	0.00	1,397.00	1,397.00	1,397.00
21-02-610-52243	ALL OTHER INSURANCE	15,000.00	0.00	13,441.00	13,441.00	13,441.00
Total Department 02-610:		19,400.00	0.00	16,706.00	16,706.00	16,706.00
Department: 05-610 SEWER						
21-05-610-51100	SALARIES & WAGES	107,624.00	0.00	11,357.99	101,345.08	101,345.08
21-05-610-51101	OVERTIME	365.00	0.00	0.00	0.00	0.00
21-05-610-51199	FRINGE BENEFITS	55,942.00	0.00	2,930.92	51,247.80	51,247.80

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Fund: 21 SEWER UTILITY						
Account Category: Expenditures						
Department: 05-610 SEWER						
21-05-610-52200	PRINTING & PUBLISHING	600.00	0.00	0.00	67.37	67.37
21-05-610-52201	POSTAGE	2,500.00	0.00	0.00	0.00	0.00
21-05-610-52202	DUES & SUBSCRIPTIONS	300.00	0.00	0.00	0.00	0.00
21-05-610-52203	TRAINING & MEETINGS	200.00	0.00	0.00	88.49	88.49
21-05-610-52204	TRANSPORTATION	500.00	0.00	0.00	0.00	0.00
21-05-610-52207	LEGAL COUNSEL	500.00	0.00	0.00	795.00	795.00
21-05-610-52209	ENGINEERING SERVICES	20,000.00	0.00	(32,950.54)	353,266.46	353,266.46
21-05-610-52210	DATA PROCESSING	8,000.00	0.00	0.00	0.00	0.00
21-05-610-52223	RADIO MAINTENANCE	200.00	0.00	0.00	0.00	0.00
21-05-610-52248	SEWER REPAIR/MAINTENANCE	65,000.00	0.00	0.00	1,848.04	1,848.04
21-05-610-52249	SEWER CHARGE - GENERAL	40,000.00	0.00	40,000.00	40,000.00	40,000.00
21-05-610-52250	SEWER CLEANING	17,000.00	0.00	0.00	21,712.00	21,712.00
21-05-610-52251	BUILDING REPAIRS	5,000.00	0.00	107.84	1,532.43	1,532.43
21-05-610-52253	AUDIT	3,900.00	0.00	0.00	3,900.00	3,900.00
21-05-610-53300	OFFICE SUPPLIES	1,100.00	0.00	0.00	828.99	828.99
21-05-610-53303	TELEPHONE	2,500.00	0.00	100.68	1,243.44	1,243.44
21-05-610-53304	ELECTRICITY	17,500.00	0.00	1,014.78	17,762.21	17,762.21
21-05-610-53305	HEAT	200.00	0.00	1,737.22	139.18	139.18
21-05-610-53308	BUILDING SUPPLIES	2,000.00	0.00	36.56	716.46	716.46
21-05-610-53329	CLOTHING	1,000.00	0.00	0.00	425.01	425.01
21-05-610-53330	REPAIR PARTS/EQUIPMENT	1,000.00	0.00	0.00	1,525.49	1,525.49
21-05-610-53345	CHEMICALS	500.00	0.00	0.00	580.00	580.00
21-05-610-53399	MISCELLANEOUS	1,000.00	0.00	0.00	386.88	386.88
21-05-610-54400	OFFICE EQUIPMENT	1,000.00	0.00	60.56	479.45	479.45
21-05-610-54499	OTHER	252,000.00	0.00	(105,843.67)	121,949.58	121,949.58
Total Department 05-610:		607,431.00	0.00	(81,447.66)	721,839.36	721,839.36
Department: 06-610 SEWER						
21-06-610-58500	DEPRECIATION	95,000.00	0.00	92,479.89	92,479.89	92,479.89
21-06-610-58510	REPLACEMENT FUND	17,000.00	0.00	0.00	0.00	0.00
Total Department 06-610:		112,000.00	0.00	92,479.89	92,479.89	92,479.89
Department: 07-610 SEWER						
21-07-610-59640	MMSD PAYMENT	401,439.00	0.00	0.00	405,727.00	405,727.00
21-07-610-59650	MMSD O/M	260,982.00	0.00	64,942.54	259,956.81	259,956.81
Total Department 07-610:		662,421.00	0.00	64,942.54	665,683.81	665,683.81
Expenditures		1,401,252.00	0.00	92,680.77	1,496,709.06	1,496,709.06
Fund: 42 TAX INCREMENT DISTRICT #2						
Account Category: Assets						
Department: 00-000						
42-00-000-11110	CHECKING - PWSB/BMO GENERAL		24,316.78	(34,691.95)	(822,189.38)	(797,872.60)
42-00-000-11185	TIF #2 DEBT SERVICE RESERVE		360,469.78	1,209.88	(49,109.97)	311,359.81
42-00-000-12100	TAXES RECEIVABLE		15,114.06	0.00	(15,114.06)	0.00
42-00-000-13100	ACCOUNTS RECEIVABLE		4,500.00	281.44	281.44	4,781.44
42-00-000-16230	DEFERRED EXPENDITURE		1,132.17	825.09	(307.08)	825.09
Total Department 00-000:			405,532.79	(32,375.54)	(886,439.05)	(480,906.26)
Assets			405,532.79	(32,375.54)	(886,439.05)	(480,906.26)

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 Normal (Abnormal)
Fund: 42 TAX INCREMENT DISTRICT #2						
Account Category: Liabilities						
Department: 00-000						
42-00-000-21110	ACCOUNTS PAYABLE		74,994.27	(17,228.96)	(63,199.85)	11,794.42
42-00-000-21700	ACCRUED PAYROLL		873.56	1,262.02	388.46	1,262.02
42-00-000-26110	DEFERRED REVENUES		15,114.06	0.00	(15,114.06)	0.00
Total Department 00-000:			90,981.89	(15,966.94)	(77,925.45)	13,056.44
Liabilities			90,981.89	(15,966.94)	(77,925.45)	13,056.44
Account Category: Fund Equity						
Department: 00-000						
42-00-000-33900	UNAPPROPRIATED		(23,148.91)	0.00	0.00	(23,148.91)
42-00-000-34220	RESTRICTED FOR DEBT SERVICE		337,699.81	0.00	0.00	337,699.81
Total Department 00-000:			314,550.90	0.00	0.00	314,550.90
Fund Equity			314,550.90	0.00	0.00	314,550.90
Account Category: Revenues						
Department: 40-001 LOCAL PROPERTY TAXES						
42-40-001-41000	GENERAL OPERATIONS	100.00	0.00	0.00	103.68	103.68
Total Department 40-001:		100.00	0.00	0.00	103.68	103.68
Department: 44-013 INTEREST INCOME						
42-44-013-48100	INVESTMENT INTEREST	10,000.00	0.00	1,209.88	18,355.03	18,355.03
Total Department 44-013:		10,000.00	0.00	1,209.88	18,355.03	18,355.03
Department: 45-015 OTHER INCOME						
42-45-015-48000	MISCELLANEOUS	0.00	0.00	0.00	15,010.38	15,010.38
Total Department 45-015:		0.00	0.00	0.00	15,010.38	15,010.38
Revenues		10,100.00	0.00	1,209.88	33,469.09	33,469.09
Account Category: Expenditures						
Department: 10-042 TAX INCREMENT DISTRICT #2						
42-10-042-51100	SALARIES & WAGES	46,875.00	0.00	4,867.79	47,675.60	47,675.60
42-10-042-51199	FRINGE BENEFITS	11,242.00	0.00	427.92	20,082.44	20,082.44
42-10-042-54205	PLANNER SERVICES	0.00	0.00	5,547.32	25,066.81	25,066.81
42-10-042-54206	AUDIT	5,500.00	0.00	0.00	5,500.00	5,500.00
42-10-042-54207	LEGAL COUNSEL	1,000.00	0.00	0.00	2,195.50	2,195.50
42-10-042-54209	ENGINEERING SERVICES	10,000.00	0.00	2,865.80	6,946.41	6,946.41
42-10-042-54245	ADMINISTRATIVE/SECRETARIAL	10,000.00	0.00	0.00	150.00	150.00
42-10-042-54290	CONSULTANTS	20,000.00	0.00	2,500.00	7,623.37	7,623.37
42-10-042-54801	PROPERTY ACQUISITION	0.00	0.00	3,597.53	583,016.76	583,016.76
42-10-042-54802	REMEDIATION/SITE DEVEL	0.00	0.00	26,203.00	30,090.00	30,090.00
42-10-042-54803	TIF #2 WATERMAINS	1,000.00	0.00	(28,390.88)	(21,694.20)	(21,694.20)
42-10-042-56620	INTEREST	134,930.00	0.00	0.00	134,930.00	134,930.00
42-10-042-56625	BOND FEES	400.00	0.00	0.00	400.00	400.00
Total Department 10-042:		240,947.00	0.00	17,618.48	841,982.69	841,982.69
Expenditures		240,947.00	0.00	17,618.48	841,982.69	841,982.69
Fund: 80 TAX COLLECTION FUND						
Account Category: Assets						
Department: 00-000						

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	Beg. Balance 01/01/2024	Activity For 12/31/2024 Increase (Decrease)	THRU 12/31/2024 Increase (Decrease)	YTD 12/31/2024 YTD Balance 12/31/2024 Normal (Abnormal)
Fund: 80 TAX COLLECTION FUND						
Account Category: Assets						
Department: 00-000						
80-00-000-11110	CHECKING - PWSB/BMO GENERAL		2,249,906.08	2,792,054.79	542,148.71	2,792,054.79
80-00-000-11120	TAX ACCOUNT (PWSB)		392,888.62	0.00	(392,888.62)	0.00
80-00-000-12000	CURRENT YEAR TAX ROLL		6,824,653.14	7,313,553.89	488,900.75	7,313,553.89
Total Department 00-000:			9,467,447.84	10,105,608.68	638,160.84	10,105,608.68
Assets			9,467,447.84	10,105,608.68	638,160.84	10,105,608.68
Account Category: Liabilities						
Department: 00-000						
80-00-000-21110	ACCOUNTS PAYABLE		0.00	4,125.79	4,125.79	4,125.79
80-00-000-23110	REFUNDS R E TAX OVERPAY		43.79	0.00	(43.79)	0.00
80-00-000-24310	DUE TO OZAUKEE COUNTY		624,116.67	649,351.31	25,234.64	649,351.31
80-00-000-24410	DUE TO CITY OF MEQUON		5,991.37	0.00	(5,991.37)	0.00
80-00-000-24610	DUE TO M-T SCHOOL DISTRICT		3,273,300.90	3,618,805.29	345,504.39	3,618,805.29
80-00-000-24620	DUE TO MATC		402,168.67	415,508.61	13,339.94	415,508.61
80-00-000-25100	DUE TO GENERAL FUND		2,124,664.46	2,379,731.40	255,066.94	2,379,731.40
80-00-000-25200	DUE TO TIF FUND		15,114.06	0.00	(15,114.06)	0.00
80-00-000-25230	DUE TO STORMWATER FUND		52,000.00	52,000.00	0.00	52,000.00
80-00-000-25400	DUE TO CPF		289,317.82	157,838.02	(131,479.80)	157,838.02
80-00-000-25600	DUE TO SEWER FUND		37,979.19	36,592.87	(1,386.32)	36,592.87
80-00-000-26100	ADVANCE TAX COLLECTIONS		2,642,750.91	2,791,655.39	148,904.48	2,791,655.39
Total Department 00-000:			9,467,447.84	10,105,608.68	638,160.84	10,105,608.68
Liabilities			9,467,447.84	10,105,608.68	638,160.84	10,105,608.68

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg Used
Fund: 01 GENERAL FUND						
Account Category: Revenues						
Department: 40-001 LOCAL PROPERTY TAXES						
01-40-001-41000	GENERAL OPERATIONS	2,124,664.00	2,124,664.00	0.00	0.00	100.00
Total Dept 40-001 - LOCAL PROPERTY TAXES		2,124,664.00	2,124,664.00	0.00	0.00	100.00
Department: 41-002 SHARED REVENUES						
01-41-002-43410	STATE SHARED REVENUE	148,927.00	148,926.77	0.00	0.23	100.00
Total Dept 41-002 - SHARED REVENUES		148,927.00	148,926.77	0.00	0.23	100.00
Department: 41-003 GRANTS & AIDS						
01-41-003-43420	FIRE INSURANCE DUES	17,500.00	18,914.71	0.00	(1,414.71)	108.08
01-41-003-43430	EXEMPT COMPUTER AID	4,179.00	4,178.66	0.00	0.34	99.99
01-41-003-43440	LOCAL TRANSPORTATION AIDS	193,289.00	193,317.60	0.00	(28.60)	100.01
01-41-003-43450	VIDEO SERVICE PROVIDER AIDS	9,471.00	9,470.83	0.00	0.17	100.00
01-41-003-43520	LAW ENFORCEMENT GRANT	1,120.00	2,880.00	0.00	(1,760.00)	257.14
01-41-003-43560	RECYCLING GRANT	9,500.00	9,530.57	0.00	(30.57)	100.32
Total Dept 41-003 - GRANTS & AIDS		235,059.00	238,292.37	0.00	(3,233.37)	101.38
Department: 41-007 OTHER						
01-41-007-47311	OTHER SVCS TO OTHER LOCAL GOVT	15,000.00	12,228.39	1,834.22	2,771.61	81.52
Total Dept 41-007 - OTHER		15,000.00	12,228.39	1,834.22	2,771.61	81.52
Department: 41-011 PARK & RECREATION						
01-41-011-47310	FISCAL AGENT FEES - LIBRARY	8,000.00	8,000.00	0.00	0.00	100.00
Total Dept 41-011 - PARK & RECREATION		8,000.00	8,000.00	0.00	0.00	100.00
Department: 42-004 LICENSES						
01-42-004-44110	LIQUOR & MALT BEVERAGE	9,500.00	8,282.00	0.00	1,218.00	87.18
01-42-004-44120	CIGARETTE	200.00	200.00	0.00	0.00	100.00
01-42-004-44212	DOG	2,000.00	1,318.25	(500.75)	681.75	65.91
01-42-004-44214	CAT LICENSES	200.00	175.00	0.00	25.00	87.50
01-42-004-44415	SUNDRY	700.00	165.00	(15.00)	535.00	23.57
Total Dept 42-004 - LICENSES		12,600.00	10,140.25	(515.75)	2,459.75	80.48
Department: 42-005 PERMITS						
01-42-005-44320	BUILDING	50,000.00	42,109.11	2,050.30	7,890.89	84.22
01-42-005-44321	ELECTRICAL	15,000.00	8,987.48	350.00	6,012.52	59.92
01-42-005-44322	PLUMBING	15,000.00	8,527.25	525.00	6,472.75	56.85
01-42-005-44423	SUNDRY	2,500.00	1,596.37	250.00	903.63	63.85
Total Dept 42-005 - PERMITS		82,500.00	61,220.21	3,175.30	21,279.79	74.21
Department: 42-006 FINES & FORFEITURES						
01-42-006-45110	COURT FINES	25,000.00	9,533.77	(706.99)	15,466.23	38.14
01-42-006-45130	PARKING FINES	15,000.00	8,383.00	670.00	6,617.00	55.89
Total Dept 42-006 - FINES & FORFEITURES		40,000.00	17,916.77	(36.99)	22,083.23	44.79
Department: 42-007 OTHER						
01-42-007-44920	CABLE TV	19,000.00	16,828.13	253.59	2,171.87	88.57
01-42-007-48210	CELL TOWER LEASE	46,520.00	15,559.32	(30,960.00)	30,960.68	33.45
Total Dept 42-007 - OTHER		65,520.00	32,387.45	(30,706.41)	33,132.55	49.43
Department: 43-001 LOCAL PROPERTY TAXES						
01-43-001-46725	PARK LAND DEDICATION	7,000.00	4,000.00	0.00	3,000.00	57.14
Total Dept 43-001 - LOCAL PROPERTY TAXES		7,000.00	4,000.00	0.00	3,000.00	57.14

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg't Used
Fund: 01 GENERAL FUND						
Account Category: Revenues						
Department: 43-008 GENERAL GOVERNMENT						
01-43-008-46100	GENERAL GOVERNMENT	4,750.00	983.50	160.00	3,766.50	20.71
01-43-008-46142	ASSESSMENT LETTERS	3,000.00	3,900.00	700.00	(900.00)	130.00
Total Dept 43-008 - GENERAL GOVERNMENT		7,750.00	4,883.50	860.00	2,866.50	63.01
Department: 43-009 PROTECTION-PERSONS & PROPERTY						
01-43-009-46210	POLICE DEPARTMENT FEES	2,500.00	1,840.35	143.55	659.65	73.61
Total Dept 43-009 - PROTECTION-PERSONS & PROPERTY		2,500.00	1,840.35	143.55	659.65	73.61
Department: 43-010 HEALTH & SANITATION						
01-43-010-46420	RECYCLING PROCEEDS	13,000.00	11,966.50	30.00	1,033.50	92.05
01-43-010-46421	DUMPSTER RENTAL	10,000.00	8,350.00	600.00	1,650.00	83.50
01-43-010-46422	ADDITIONAL TRASH CART FEE	500.00	1,125.00	0.00	(625.00)	225.00
01-43-010-46423	ADDITIONAL RECYCLING CART FEE	400.00	0.00	0.00	400.00	0.00
Total Dept 43-010 - HEALTH & SANITATION		23,900.00	21,441.50	630.00	2,458.50	89.71
Department: 43-011 PARK & RECREATION						
01-43-011-46720	PARK FEES	8,000.00	6,700.00	(100.00)	1,300.00	83.75
01-43-011-46821	SOFTBALL ASSOCIATION PARK FEE	1,500.00	1,350.00	0.00	150.00	90.00
Total Dept 43-011 - PARK & RECREATION		9,500.00	8,050.00	(100.00)	1,450.00	84.74
Department: 43-012 UNCLASSIFIED						
01-43-012-48000	MISCELLANEOUS	11,063.00	11,490.26	146.84	(427.26)	103.86
Total Dept 43-012 - UNCLASSIFIED		11,063.00	11,490.26	146.84	(427.26)	103.86
Department: 44-013 INTEREST INCOME						
01-44-013-48100	INVESTMENT INTEREST	100,000.00	78,448.68	6,030.60	21,551.32	78.45
01-44-013-48110	INTEREST ON LEASE RECEIVABLE	0.00	30,960.00	30,960.00	(30,960.00)	100.00
Total Dept 44-013 - INTEREST INCOME		100,000.00	109,408.68	36,990.60	(9,408.68)	109.41
Department: 45-015 OTHER INCOME						
01-45-015-47410	ADMIN. CHARGE TO SEWER UTILITY	40,000.00	40,000.00	40,000.00	0.00	100.00
01-45-015-48010	OTHER INCOME	25,000.00	188,165.00	(107.00)	(163,165.00)	752.66
01-45-015-48501	TPD DONATIONS	0.00	9,566.00	9,566.00	(9,566.00)	100.00
01-45-015-49220	TRANSFER FROM OTHER FUNDS	31,017.00	86,707.24	86,707.24	(55,690.24)	279.55
01-45-015-49300	FUND BALANCE APPLIED	140,000.00	0.00	0.00	140,000.00	0.00
Total Dept 45-015 - OTHER INCOME		236,017.00	324,438.24	136,166.24	(88,421.24)	137.46
Revenues		3,130,000.00	3,139,328.74	148,587.60	(9,328.74)	100.30
Account Category: Expenditures						
Department: 01-510 VILLAGE REPRESENTATION						
01-01-510-51106	VILLAGE BOARD	20,000.00	17,500.00	0.00	2,500.00	87.50
01-01-510-51112	ELECTION WORKERS	4,000.00	5,175.00	0.00	(1,175.00)	129.38
01-01-510-51199	FRINGE BENEFITS	1,530.00	1,530.00	0.00	0.00	100.00
01-01-510-52200	PRINTING & PUBLISHING	7,000.00	7,316.53	3,024.09	(316.53)	104.52
01-01-510-52201	POSTAGE	3,300.00	5,518.96	1,632.61	(2,218.96)	167.24
01-01-510-52202	DUES & SUBSCRIPTIONS	3,600.00	3,708.37	0.00	(108.37)	103.01
01-01-510-52203	TRAINING & MEETINGS	1,200.00	1,326.43	35.00	(126.43)	110.54
01-01-510-52205	PLANNER SERVICES	2,000.00	9,218.33	543.75	(7,218.33)	460.92
01-01-510-52206	AUDIT	22,700.00	18,897.00	505.00	3,803.00	83.25
01-01-510-52207	LEGAL COUNSEL	12,000.00	11,583.00	2,215.50	417.00	96.53

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg Used
Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 01-510 VILLAGE REPRESENTATION						
01-01-510-52208	ASSESSOR	6,600.00	4,950.00	0.00	1,650.00	75.00
01-01-510-53302	ELECTION EXPENSE	8,000.00	6,445.50	844.06	1,554.50	80.57
01-01-510-53397	AWARDS PROGRAM	3,000.00	5,027.82	4,095.00	(2,027.82)	167.59
01-01-510-53399	MISCELLANEOUS	900.00	2,665.37	160.95	(1,765.37)	296.15
Total Dept 01-510 - VILLAGE REPRESENTATION		95,830.00	100,862.31	13,055.96	(5,032.31)	105.25
Department: 01-511 VILLAGE ADMINISTRATION						
01-01-511-51100	SALARIES & WAGES	83,769.00	62,184.89	9,112.50	21,584.11	74.23
01-01-511-51101	OVERTIME	489.00	159.05	0.00	329.95	32.53
01-01-511-51108	ADMINISTRATOR	60,500.00	59,975.43	6,282.70	524.57	99.13
01-01-511-51115	TRAVEL/TRAINING/SEMINARS	3,000.00	2,588.36	505.36	411.64	86.28
01-01-511-51195	ANNUITANT FRINGE	8,180.00	9,010.20	0.00	(830.20)	110.15
01-01-511-51196	ADMINISTRATOR FRINGE	26,787.00	27,908.97	1,627.38	(1,121.97)	104.19
01-01-511-51199	FRINGE BENEFITS	44,251.00	34,149.92	5,175.23	10,101.08	77.17
01-01-511-52202	DUES & SUBSCRIPTIONS	1,200.00	1,843.44	0.00	(643.44)	153.62
01-01-511-52203	TRAINING & MEETINGS	500.00	492.52	0.00	7.48	98.50
01-01-511-52209	ENGINEERING SERVICES	7,000.00	5,188.00	1,573.50	1,812.00	74.11
01-01-511-52210	DATA PROCESSING	5,000.00	4,314.68	1,373.24	685.32	86.29
01-01-511-52211	CODIFICATION	1,150.00	1,150.00	0.00	0.00	100.00
01-01-511-52213	OFFICE EQUIPMENT/MAINTENANCE	250.00	329.82	0.00	(79.82)	131.93
01-01-511-53300	OFFICE SUPPLIES	3,000.00	3,739.01	581.67	(739.01)	124.63
01-01-511-53303	TELEPHONE	2,500.00	5,836.31	715.85	(3,336.31)	233.45
01-01-511-53304	ELECTRICITY	16,000.00	20,304.21	3,736.07	(4,304.21)	126.90
01-01-511-53305	HEAT	7,500.00	7,219.17	2,773.18	280.83	96.26
01-01-511-53306	JANITOR SUPPLIES	1,500.00	308.35	0.00	1,191.65	20.56
01-01-511-53308	BUILDING SUPPLIES	18,000.00	12,489.97	594.97	5,510.03	69.39
01-01-511-53311	RECRUITMENT	0.00	2,149.00	882.00	(2,149.00)	100.00
01-01-511-53399	MISCELLANEOUS	250.00	1,109.29	687.06	(859.29)	443.72
Total Dept 01-511 - VILLAGE ADMINISTRATION		290,826.00	262,450.59	35,620.71	28,375.41	90.24
Department: 01-522 FIRE DEPARTMENT						
01-01-522-52233	SOUTHERN OZAUKEE FIRE DEPT	275,996.00	277,410.71	0.00	(1,414.71)	100.51
Total Dept 01-522 - FIRE DEPARTMENT		275,996.00	277,410.71	0.00	(1,414.71)	100.51
Department: 01-551 LIBRARY						
01-01-551-52246	WEYENBERG LIBRARY	111,351.00	111,351.00	0.00	0.00	100.00
Total Dept 01-551 - LIBRARY		111,351.00	111,351.00	0.00	0.00	100.00
Department: 01-552 COMMUNITY SRO PROGRAM						
01-01-552-52235	COMMUNITY SRO PROGRAM	12,660.00	12,660.00	0.00	0.00	100.00
Total Dept 01-552 - COMMUNITY SRO PROGRAM		12,660.00	12,660.00	0.00	0.00	100.00
Department: 01-554 UNCLASSIFIED						
01-01-554-57710	CONTINGENCY	99,500.00	1,218.75	0.00	98,281.25	1.22
01-01-554-57715	FLEX BENEFIT	2,600.00	3,197.17	350.69	(597.17)	122.97
01-01-554-57730	UNEMPLOYMENT COMPENSATION	1,000.00	0.00	0.00	1,000.00	0.00
01-01-554-57735	THIENSVILLE BUSINESS ASSOC	5,000.00	5,000.00	0.00	0.00	100.00
01-01-554-57740	FAMILY SERVICE	2,000.00	2,000.00	0.00	0.00	100.00
01-01-554-57750	JULY 4TH ACTIVITY	4,000.00	4,629.61	0.00	(629.61)	115.74
01-01-554-57754	HISTORIC PRESERVATION	1,500.00	30.00	0.00	1,470.00	2.00
01-01-554-57756	PERSONAL PROPERTY TAXES	100.00	0.00	0.00	100.00	0.00

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg Used
Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 01-554 UNCLASSIFIED						
Total Dept 01-554 - UNCLASSIFIED		115,700.00	16,075.53	350.69	99,624.47	13.89
Department: 02-512 INSURANCE						
01-02-512-52237	WORKER S COMPENSATION	41,258.00	31,597.00	25,218.00	9,661.00	76.58
01-02-512-52242	BUSINESS PROPERTY	10,462.00	11,285.00	(1,397.00)	(823.00)	107.87
01-02-512-52243	ALL OTHER INSURANCE	48,995.00	39,370.00	(41,747.00)	9,625.00	80.36
Total Dept 02-512 - INSURANCE		100,715.00	82,252.00	(17,926.00)	18,463.00	81.67
Department: 03-521 POLICE DEPARTMENT						
01-03-521-51100	SALARIES & WAGES	628,461.00	523,575.26	64,636.48	104,885.74	83.31
01-03-521-51101	OVERTIME	15,191.00	39,767.78	1,722.16	(24,576.78)	261.79
01-03-521-51104	EDUCATIONAL INCENTIVE	1,000.00	1,000.00	0.00	0.00	100.00
01-03-521-51105	HOLIDAY PAY	16,871.00	13,960.92	13,960.92	2,910.08	82.75
01-03-521-51109	DPW EQUIPMENT MAINTENANCE CALL	3,233.00	3,257.59	335.71	(24.59)	100.76
01-03-521-51113	POLICE CHIEF SALARY	100,000.00	100,849.39	10,464.63	(849.39)	100.85
01-03-521-51115	TRAVEL/TRAINING/SEMINARS	1,000.00	780.61	216.00	219.39	78.06
01-03-521-51117	CONTRACT LABOR	0.00	13,148.43	0.00	(13,148.43)	100.00
01-03-521-51197	POLICE CHIEF FRINGE	52,422.00	51,416.93	2,791.13	1,005.07	98.08
01-03-521-51199	FRINGE BENEFITS	381,997.00	302,974.87	17,731.28	79,022.13	79.31
01-03-521-52200	PRINTING & PUBLISHING	100.00	219.38	36.73	(119.38)	219.38
01-03-521-52201	POSTAGE	500.00	28.45	10.75	471.55	5.69
01-03-521-52202	DUES & SUBSCRIPTIONS	500.00	619.00	0.00	(119.00)	123.80
01-03-521-52213	OFFICE EQUIPMENT/MAINTENANCE	100.00	0.00	0.00	100.00	0.00
01-03-521-52215	TRAINING - POLICE	6,000.00	5,406.87	526.01	593.13	90.11
01-03-521-52216	ANIMAL BOARDING	200.00	0.00	0.00	200.00	0.00
01-03-521-52218	SPECIAL POLICE	2,000.00	0.00	0.00	2,000.00	0.00
01-03-521-52219	TELETYPE	1,800.00	1,077.00	0.00	723.00	59.83
01-03-521-52220	RADAR/SIREN MAINTENANCE	300.00	0.00	0.00	300.00	0.00
01-03-521-52221	JUVENILE PROGRAM	2,000.00	2,836.62	2,255.84	(836.62)	141.83
01-03-521-52222	EMERGENCY GOVERNMENT	2,000.00	1,163.97	0.00	836.03	58.20
01-03-521-52223	RADIO MAINTENANCE	2,000.00	0.00	0.00	2,000.00	0.00
01-03-521-53300	OFFICE SUPPLIES	1,000.00	683.27	433.70	316.73	68.33
01-03-521-53301	PROCESSING SUPPLIES	1,000.00	0.00	0.00	1,000.00	0.00
01-03-521-53303	TELEPHONE	4,000.00	7,489.13	880.01	(3,489.13)	187.23
01-03-521-53307	SUPPLIES-COPY MACHINE	1,000.00	1,170.72	97.56	(170.72)	117.07
01-03-521-53310	FUEL	15,000.00	14,624.91	2,671.02	375.09	97.50
01-03-521-53311	RECRUITMENT	0.00	5,893.99	1,061.00	(5,893.99)	100.00
01-03-521-53312	UNIFORM ALLOWANCES	5,600.00	6,085.03	1,490.24	(485.03)	108.66
01-03-521-53313	PHOTO SUPPLIES	200.00	0.00	0.00	200.00	0.00
01-03-521-53314	INVESTIGATIONS	1,000.00	694.02	470.61	305.98	69.40
01-03-521-53315	TIRES	1,500.00	888.18	0.00	611.82	59.21
01-03-521-53316	REPAIRS & MAINTENANCE	2,500.00	1,172.46	0.00	1,327.54	46.90
01-03-521-53317	AMMUNITION	3,200.00	3,227.60	743.70	(27.60)	100.86
01-03-521-53350	BODY ARMOR/LEATHER GEAR	2,500.00	3,075.00	(687.50)	(575.00)	123.00
01-03-521-53398	OTHER SUPPLIES	2,000.00	1,269.77	142.24	730.23	63.49
01-03-521-55318	TECHNOLOGY SUPPLIES	0.00	333.97	37.50	(333.97)	100.00
Total Dept 03-521 - POLICE DEPARTMENT		1,258,175.00	1,108,691.12	122,027.72	149,483.88	88.12
Department: 03-522 FIRE DEPARTMENT						
01-03-522-51109	DPW EQUIPMENT MAINTENANCE CALL	0.00	(60.36)	0.00	60.36	100.00

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg Used
Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 03-522 FIRE DEPARTMENT						
01-03-522-52201	POSTAGE	0.00	5.58	5.58	(5.58)	100.00
01-03-522-53303	TELEPHONE	0.00	530.31	353.54	(530.31)	100.00
01-03-522-53320	TRUCK MAINTENANCE	0.00	12,195.00	12,195.00	(12,195.00)	100.00
01-03-522-53399	MISCELLANEOUS	0.00	169.50	0.00	(169.50)	100.00
Total Dept 03-522 - FIRE DEPARTMENT		0.00	12,840.03	12,554.12	(12,840.03)	100.00
Department: 03-523 INSPECTION						
01-03-523-52272	BUILDING INSPECTION	31,000.00	40,377.52	5,880.36	(9,377.52)	130.25
01-03-523-52273	PLUMBING INSPECTION	6,000.00	10,918.67	1,743.77	(4,918.67)	181.98
01-03-523-52274	ELECTRICAL INSPECTION	7,000.00	10,229.24	1,129.97	(3,229.24)	146.13
Total Dept 03-523 - INSPECTION		44,000.00	61,525.43	8,754.10	(17,525.43)	139.83
Department: 04-541 PUBLIC WORKS - STREET						
01-04-541-51100	SALARIES & WAGES	272,252.00	275,177.12	29,214.07	(2,925.12)	101.07
01-04-541-51101	OVERTIME	1,139.00	583.50	257.25	555.50	51.23
01-04-541-51102	PART-TIME	8,625.00	5,241.32	(9,796.18)	3,383.68	60.77
01-04-541-51199	FRINGE BENEFITS	159,930.00	156,004.10	2,910.09	3,925.90	97.55
01-04-541-52203	TRAINING & MEETINGS	500.00	265.00	35.00	235.00	53.00
01-04-541-52223	RADIO MAINTENANCE	500.00	0.00	0.00	500.00	0.00
01-04-541-52227	STREET MAINTENANCE	25,000.00	18,324.15	4,476.21	6,675.85	73.30
01-04-541-52228	SANITARY LANDFILL	50,000.00	53,411.72	11,375.19	(3,411.72)	106.82
01-04-541-52266	RECYCLING	56,000.00	48,047.05	5,955.80	7,952.95	85.80
01-04-541-53300	OFFICE SUPPLIES	300.00	74.12	0.00	225.88	24.71
01-04-541-53303	TELEPHONE	3,000.00	3,932.61	394.90	(932.61)	131.09
01-04-541-53304	ELECTRICITY	5,000.00	2,523.00	0.00	2,477.00	50.46
01-04-541-53305	HEAT	7,500.00	1,947.51	0.00	5,552.49	25.97
01-04-541-53308	BUILDING SUPPLIES	3,000.00	3,865.23	287.51	(865.23)	128.84
01-04-541-53309	BUILDING REPAIRS	4,000.00	1,139.19	699.00	2,860.81	28.48
01-04-541-53310	FUEL	19,000.00	22,878.30	5,077.48	(3,878.30)	120.41
01-04-541-53323	PROTECTIVE GEAR	500.00	96.75	0.00	403.25	19.35
01-04-541-53329	CLOTHING	2,250.00	1,635.07	546.52	614.93	72.67
01-04-541-53330	REPAIR PARTS/EQUIPMENT	18,000.00	32,869.39	997.28	(14,869.39)	182.61
01-04-541-53332	NUTS & BOLTS	100.00	51.13	12.99	48.87	51.13
01-04-541-53333	TOOLS	1,000.00	190.22	39.99	809.78	19.02
01-04-541-53334	STREET SIGNS	3,000.00	6,868.42	0.00	(3,868.42)	228.95
01-04-541-53335	STREET LIGHTING	25,000.00	34,909.50	6,346.89	(9,909.50)	139.64
01-04-541-53337	SALT & ICE CONTROL	29,000.00	2,224.59	281.61	26,775.41	7.67
01-04-541-53338	TREE & BRUSH CONTROL	1,200.00	423.70	130.94	776.30	35.31
01-04-541-53357	DIGGERS HOT LINE	1,200.00	870.40	9.60	329.60	72.53
01-04-541-53399	MISCELLANEOUS	500.00	310.95	0.00	189.05	62.19
01-04-541-55318	TECHNOLOGY SUPPLIES	1,000.00	4,992.88	590.99	(3,992.88)	499.29
Total Dept 04-541 - PUBLIC WORKS - STREET		698,496.00	678,856.92	59,843.13	19,639.08	97.19
Department: 04-542 PARK						
01-04-542-51100	SALARIES & WAGES	53,856.00	54,257.39	5,746.32	(401.39)	100.75
01-04-542-51101	OVERTIME	247.00	0.00	0.00	247.00	0.00
01-04-542-51102	PART-TIME	6,375.00	9,796.18	9,796.18	(3,421.18)	153.67
01-04-542-51199	FRINGE BENEFITS	31,373.00	30,866.21	1,129.56	506.79	98.38
01-04-542-52230	REPAIRS & MAINTENANCE	20,000.00	13,621.88	665.85	6,378.12	68.11
01-04-542-52285	WEPCO LEASE	400.00	467.48	0.00	(67.48)	116.87

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 04-542 PARK						
01-04-542-53304	ELECTRICITY	9,000.00	10,730.52	1,343.79	(1,730.52)	119.23
01-04-542-53305	HEAT	2,500.00	1,161.88	207.35	1,338.12	46.48
Total Dept 04-542 - PARK		123,751.00	120,901.54	18,889.05	2,849.46	97.70
Department: 05-541 OLD VILLAGE HALL						
01-05-541-53304	ELECTRICITY	1,100.00	1,014.68	209.53	85.32	92.24
01-05-541-53305	HEAT	1,000.00	786.77	109.19	213.23	78.68
01-05-541-53308	BUILDING SUPPLIES	400.00	44.25	0.00	355.75	11.06
Total Dept 05-541 - OLD VILLAGE HALL		2,500.00	1,845.70	318.72	654.30	73.83
Department: 07-554 UNCLASSIFIED						
01-07-554-57790	TRANSFERS TO OTHER FUNDS	0.00	236,730.93	0.00	(236,730.93)	100.00
Total Dept 07-554 - UNCLASSIFIED		0.00	236,730.93	0.00	(236,730.93)	100.00
Expenditures		3,130,000.00	3,084,453.81	253,488.20	45,546.19	98.54
Fund 01 - GENERAL FUND:						
TOTAL REVENUES		3,130,000.00	3,139,328.74	148,587.60	(9,328.74)	100.30
TOTAL EXPENDITURES		3,130,000.00	3,084,453.81	253,488.20	45,546.19	98.54
NET OF REVENUES & EXPENDITURES:		0.00	54,874.93	(104,900.60)	(54,874.93)	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg Used
Fund: 07 PARK IMPROVEMENT FUND						
Account Category: Revenues						
Department: 44-013 INTEREST INCOME						
07-44-013-48100	INVESTMENT INTEREST	5,000.00	13,799.96	1,191.36	(8,799.96)	276.00
Total Dept 44-013 - INTEREST INCOME		5,000.00	13,799.96	1,191.36	(8,799.96)	276.00
Department: 45-011 PARK & RECREATION						
07-45-011-46741	GALA TICKET SALES	15,000.00	23,125.00	0.00	(8,125.00)	154.17
07-45-011-46742	GALA SPONSORSHIPS	25,000.00	14,500.00	0.00	10,500.00	58.00
07-45-011-46743	GALA PROCEEDS	45,000.00	54,571.08	150.00	(9,571.08)	121.27
07-45-011-46750	DOG DAYS TICKET SALES	2,000.00	809.50	0.00	1,190.50	40.48
07-45-011-46751	DOG DAYS SPONSORSHIPS	500.00	2,804.91	600.00	(2,304.91)	560.98
07-45-011-46752	DOG DAYS PROCEEDS	1,500.00	0.00	0.00	1,500.00	0.00
07-45-011-48500	DONATION REVENUE	10,000.00	79,286.95	35,033.00	(69,286.95)	792.87
07-45-011-48550	GIVING TREE LEAVES	1,000.00	0.00	0.00	1,000.00	0.00
Total Dept 45-011 - PARK & RECREATION		100,000.00	175,097.44	35,783.00	(75,097.44)	175.10
Revenues		105,000.00	188,897.40	36,974.36	(83,897.40)	179.90
Account Category: Expenditures						
Department: 07-542 PARK						
07-07-542-52200	PRINTING & PUBLISHING	500.00	0.00	0.00	500.00	0.00
07-07-542-52201	POSTAGE	300.00	0.00	0.00	300.00	0.00
07-07-542-52207	LEGAL COUNSEL	200.00	0.00	0.00	200.00	0.00
07-07-542-52209	ENGINEERING SERVICES	2,500.00	0.00	0.00	2,500.00	0.00
07-07-542-52291	ADVERTISING	2,500.00	2,495.00	0.00	5.00	99.80
07-07-542-57292	PARK GALA	50,000.00	61,631.45	0.00	(11,631.45)	123.26
07-07-542-57293	DOG DAYS OF WINTER	2,000.00	695.87	21.25	1,304.13	34.79
07-07-542-57720	MISCELLANEOUS	500.00	203.96	10.00	296.04	40.79
07-07-542-57771	GIVING TREE LEAVES	500.00	0.00	0.00	500.00	0.00
Total Dept 07-542 - PARK		59,000.00	65,026.28	31.25	(6,026.28)	110.21
Expenditures		59,000.00	65,026.28	31.25	(6,026.28)	110.21
Fund 07 - PARK IMPROVEMENT FUND:						
TOTAL REVENUES		105,000.00	188,897.40	36,974.36	(83,897.40)	179.90
TOTAL EXPENDITURES		59,000.00	65,026.28	31.25	(6,026.28)	110.21
NET OF REVENUES & EXPENDITURES:		46,000.00	123,871.12	36,943.11	(77,871.12)	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg't Used
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT						
Account Category: Revenues						
Department: 13-012 UNCLASSIFIED						
14-13-012-42100	SPECIAL ASSESSMENT COLLECTED	36,071.00	44,487.82	7,666.10	(8,416.82)	123.33
Total Dept 13-012 - UNCLASSIFIED		36,071.00	44,487.82	7,666.10	(8,416.82)	123.33
Department: 13-013 INTEREST INCOME						
14-13-013-48100	INVESTMENT INTEREST	8,246.00	13,448.55	604.53	(5,202.55)	163.09
Total Dept 13-013 - INTEREST INCOME		8,246.00	13,448.55	604.53	(5,202.55)	163.09
Department: 13-019 CAPITAL IMPROVEMENT FUND						
14-13-019-41000	GENERAL OPERATIONS	250,000.00	250,000.00	0.00	0.00	100.00
14-13-019-43510	GRANTS AND AIDS	371,000.00	0.00	0.00	371,000.00	0.00
Total Dept 13-019 - CAPITAL IMPROVEMENT FUND		621,000.00	250,000.00	0.00	371,000.00	40.26
Department: 13-554 UNCLASSIFIED						
14-13-554-49220	TRANSFER FROM OTHER FUNDS	0.00	405,107.93	93,377.00	(405,107.93)	100.00
Total Dept 13-554 - UNCLASSIFIED		0.00	405,107.93	93,377.00	(405,107.93)	100.00
Revenues		665,317.00	713,044.30	101,647.63	(47,727.30)	107.17
Account Category: Expenditures						
Department: 14-554 UNCLASSIFIED						
14-14-554-57707	VILLAGE PARK IMPROVEMENTS	0.00	11,371.97	3,972.96	(11,371.97)	100.00
14-14-554-57710	CONTINGENCY	164,673.00	0.00	0.00	164,673.00	0.00
14-14-554-57722	PIGEON CREEK RESTORATION PHASE 2	208,135.00	150,115.55	36,559.40	58,019.45	72.12
14-14-554-57727	WILLIAMSBURG BRIDGE	135,000.00	32,520.48	0.00	102,479.52	24.09
14-14-554-57737	ROAD PROGRAM RESERVE	0.00	80,923.62	50,004.38	(80,923.62)	100.00
14-14-554-57746	DEVELOPMENT INCENTIVE	0.00	5,000.00	0.00	(5,000.00)	100.00
14-14-554-57763	PUBLIC PARKING RESERVE	0.00	12,575.20	4,092.00	(12,575.20)	100.00
Total Dept 14-554 - UNCLASSIFIED		507,808.00	292,506.82	94,628.74	215,301.18	57.60
Department: 16-510 VILLAGE REPRESENTATION						
14-16-510-54499	OTHER	0.00	71,324.55	0.00	(71,324.55)	100.00
Total Dept 16-510 - VILLAGE REPRESENTATION		0.00	71,324.55	0.00	(71,324.55)	100.00
Department: 16-511 VILLAGE ADMINISTRATION						
14-16-511-54499	OTHER	4,020.00	108.75	108.75	3,911.25	2.71
Total Dept 16-511 - VILLAGE ADMINISTRATION		4,020.00	108.75	108.75	3,911.25	2.71
Department: 16-521 POLICE DEPARTMENT						
14-16-521-54400	OFFICE EQUIPMENT	0.00	15,380.82	0.00	(15,380.82)	100.00
14-16-521-54401	VEHICLES	25,000.00	63,185.96	228.94	(38,185.96)	252.74
14-16-521-54402	EQUIPMENT	15,704.00	18,790.00	0.00	(3,086.00)	119.65
14-16-521-54499	OTHER	2,500.00	0.00	0.00	2,500.00	0.00
Total Dept 16-521 - POLICE DEPARTMENT		43,204.00	97,356.78	228.94	(54,152.78)	225.34
Department: 16-522 FIRE DEPARTMENT						
14-16-522-54401	VEHICLES	20,285.00	0.00	0.00	20,285.00	0.00
14-16-522-54499	OTHER	0.00	137,085.00	0.00	(137,085.00)	100.00
Total Dept 16-522 - FIRE DEPARTMENT		20,285.00	137,085.00	0.00	(116,800.00)	675.79
Department: 16-541 PUBLIC WORKS - STREET						
14-16-541-54401	VEHICLES	25,000.00	74,273.04	173.48	(49,273.04)	297.09
14-16-541-54402	EQUIPMENT	18,000.00	0.00	0.00	18,000.00	0.00

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT						
Account Category: Expenditures						
Department: 16-541 PUBLIC WORKS - STREET						
14-16-541-54499	OTHER	30,000.00	35,179.47	0.00	(5,179.47)	117.26
Total Dept 16-541 - PUBLIC WORKS - STREET		73,000.00	109,452.51	173.48	(36,452.51)	149.93
Department: 16-542 PARK						
14-16-542-54499	OTHER	17,000.00	2,852.50	1,711.50	14,147.50	16.78
Total Dept 16-542 - PARK		17,000.00	2,852.50	1,711.50	14,147.50	16.78
Expenditures		665,317.00	710,686.91	96,851.41	(45,369.91)	106.82
Fund 14 - CAPITAL IMPROVEMENT/EQUIPMENT:						
TOTAL REVENUES		665,317.00	713,044.30	101,647.63	(47,727.30)	107.17
TOTAL EXPENDITURES		665,317.00	710,686.91	96,851.41	(45,369.91)	106.82
NET OF REVENUES & EXPENDITURES:		0.00	2,357.39	4,796.22	(2,357.39)	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 16 OLD VILLAGE HALL						
Account Category: Expenditures						
Department: 05-541 OLD VILLAGE HALL						
16-05-541-53304	ELECTRICITY	0.00	0.00	(47.37)	0.00	0.00
16-05-541-53305	HEAT	0.00	0.00	86.53	0.00	0.00
16-05-541-57790	TRANSFERS TO OTHER FUNDS	0.00	15,372.62	15,372.62	(15,372.62)	100.00
Total Dept 05-541 - OLD VILLAGE HALL		0.00	15,372.62	15,411.78	(15,372.62)	100.00
Expenditures		0.00	15,372.62	15,411.78	(15,372.62)	100.00
Fund 16 - OLD VILLAGE HALL:						
TOTAL REVENUES		0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES		0.00	15,372.62	15,411.78	(15,372.62)	100.00
NET OF REVENUES & EXPENDITURES:		0.00	(15,372.62)	(15,411.78)	15,372.62	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 19 STORM WATER MANAGEMENT						
Account Category: Revenues						
Department: 13-019 CAPITAL IMPROVEMENT FUND						
19-13-019-43510	GRANTS AND AIDS	0.00	168,377.00	45,377.00	(168,377.00)	100.00
Total Dept 13-019 - CAPITAL IMPROVEMENT FUND		0.00	168,377.00	45,377.00	(168,377.00)	100.00
Department: 18-023 STORM WATER MANAGEMENT						
19-18-023-41000	GENERAL OPERATIONS	52,000.00	52,000.00	0.00	0.00	100.00
Total Dept 18-023 - STORM WATER MANAGEMENT		52,000.00	52,000.00	0.00	0.00	100.00
Revenues		52,000.00	220,377.00	45,377.00	(168,377.00)	423.80
Account Category: Expenditures						
Department: 18-023 STORM WATER MANAGEMENT						
19-18-023-57790	TRANSFERS TO OTHER FUNDS	0.00	168,377.00	93,377.00	(168,377.00)	100.00
Total Dept 18-023 - STORM WATER MANAGEMENT		0.00	168,377.00	93,377.00	(168,377.00)	100.00
Department: 18-541 PUBLIC WORKS - STREET						
19-18-541-51100	SALARIES & WAGES	26,691.00	26,860.96	2,838.63	(169.96)	100.64
19-18-541-51101	OVERTIME	85.00	0.00	0.00	85.00	0.00
19-18-541-51199	FRINGE BENEFITS	14,599.00	14,142.19	96.88	456.81	96.87
19-18-541-52209	ENGINEERING SERVICES	10,000.00	12,679.19	2,250.00	(2,679.19)	126.79
19-18-541-52237	WORKER S COMPENSATION	900.00	495.00	495.00	405.00	55.00
19-18-541-52243	ALL OTHER INSURANCE	1,250.00	725.00	725.00	525.00	58.00
19-18-541-52252	JOINT NR-216 PERMIT	500.00	512.50	0.00	(12.50)	102.50
19-18-541-52255	PIGEON CREEK MAINTENANCE	5,000.00	472.00	0.00	4,528.00	9.44
19-18-541-52257	MAINTENANCE & REPAIRS	15,000.00	224.00	0.00	14,776.00	1.49
19-18-541-52776	STORMWATER PLANNING	0.00	9,561.70	(512.50)	(9,561.70)	100.00
Total Dept 18-541 - PUBLIC WORKS - STREET		74,025.00	65,672.54	5,893.01	8,352.46	88.72
Expenditures		74,025.00	234,049.54	99,270.01	(160,024.54)	316.18
Fund 19 - STORM WATER MANAGEMENT:						
TOTAL REVENUES		52,000.00	220,377.00	45,377.00	(168,377.00)	423.80
TOTAL EXPENDITURES		74,025.00	234,049.54	99,270.01	(160,024.54)	316.18
NET OF REVENUES & EXPENDITURES:		(22,025.00)	(13,672.54)	(53,893.01)	(8,352.46)	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdg Used
Fund: 21 SEWER UTILITY						
Account Category: Revenues						
Department: 46-016 SEWER						
21-46-016-43510	GRANTS AND AIDS	0.00	426,932.90	145,612.90	(426,932.90)	100.00
21-46-016-46410	SEWER SERVICE CHARGE	1,121,402.00	1,101,372.78	304,989.19	20,029.22	98.21
21-46-016-46412	SEWER CONNECTION FEE	19,850.00	13,852.26	58.52	5,997.74	69.78
21-46-016-46415	SEWER SERVICE PENALTY	10,000.00	11,327.10	5,521.00	(1,327.10)	113.27
21-46-016-48101	INTEREST ON REVENUES	25,000.00	46,422.13	3,988.53	(21,422.13)	185.69
21-46-016-49300	FUND BALANCE APPLIED	225,000.00	0.00	0.00	225,000.00	0.00
Total Dept 46-016 - SEWER		1,401,252.00	1,599,907.17	460,170.14	(198,655.17)	114.18
Revenues		1,401,252.00	1,599,907.17	460,170.14	(198,655.17)	114.18
Account Category: Expenditures						
Department: 02-610 SEWER						
21-02-610-52237	WORKER S COMPENSATION	3,500.00	1,868.00	1,868.00	1,632.00	53.37
21-02-610-52242	BUSINESS PROPERTY	900.00	1,397.00	1,397.00	(497.00)	155.22
21-02-610-52243	ALL OTHER INSURANCE	15,000.00	13,441.00	13,441.00	1,559.00	89.61
Total Dept 02-610 - SEWER		19,400.00	16,706.00	16,706.00	2,694.00	86.11
Department: 05-610 SEWER						
21-05-610-51100	SALARIES & WAGES	107,624.00	101,345.08	11,357.99	6,278.92	94.17
21-05-610-51101	OVERTIME	365.00	0.00	0.00	365.00	0.00
21-05-610-51199	FRINGE BENEFITS	55,942.00	51,247.80	2,930.92	4,694.20	91.61
21-05-610-52200	PRINTING & PUBLISHING	600.00	67.37	0.00	532.63	11.23
21-05-610-52201	POSTAGE	2,500.00	0.00	0.00	2,500.00	0.00
21-05-610-52202	DUES & SUBSCRIPTIONS	300.00	0.00	0.00	300.00	0.00
21-05-610-52203	TRAINING & MEETINGS	200.00	88.49	0.00	111.51	44.25
21-05-610-52204	TRANSPORTATION	500.00	0.00	0.00	500.00	0.00
21-05-610-52207	LEGAL COUNSEL	500.00	795.00	0.00	(295.00)	159.00
21-05-610-52209	ENGINEERING SERVICES	20,000.00	353,266.46	(32,950.54)	(333,266.46)	1,766.33
21-05-610-52210	DATA PROCESSING	8,000.00	0.00	0.00	8,000.00	0.00
21-05-610-52223	RADIO MAINTENANCE	200.00	0.00	0.00	200.00	0.00
21-05-610-52248	SEWER REPAIR/MAINTENANCE	65,000.00	1,848.04	0.00	63,151.96	2.84
21-05-610-52249	SEWER CHARGE - GENERAL	40,000.00	40,000.00	40,000.00	0.00	100.00
21-05-610-52250	SEWER CLEANING	17,000.00	21,712.00	0.00	(4,712.00)	127.72
21-05-610-52251	BUILDING REPAIRS	5,000.00	1,532.43	107.84	3,467.57	30.65
21-05-610-52253	AUDIT	3,900.00	3,900.00	0.00	0.00	100.00
21-05-610-53300	OFFICE SUPPLIES	1,100.00	828.99	0.00	271.01	75.36
21-05-610-53303	TELEPHONE	2,500.00	1,243.44	100.68	1,256.56	49.74
21-05-610-53304	ELECTRICITY	17,500.00	17,762.21	1,014.78	(262.21)	101.50
21-05-610-53305	HEAT	200.00	139.18	1,737.22	60.82	69.59
21-05-610-53308	BUILDING SUPPLIES	2,000.00	716.46	36.56	1,283.54	35.82
21-05-610-53329	CLOTHING	1,000.00	425.01	0.00	574.99	42.50
21-05-610-53330	REPAIR PARTS/EQUIPMENT	1,000.00	1,525.49	0.00	(525.49)	152.55
21-05-610-53345	CHEMICALS	500.00	580.00	0.00	(80.00)	116.00
21-05-610-53399	MISCELLANEOUS	1,000.00	386.88	0.00	613.12	38.69
21-05-610-54400	OFFICE EQUIPMENT	1,000.00	479.45	60.56	520.55	47.95
21-05-610-54499	OTHER	252,000.00	121,949.58	(105,843.67)	130,050.42	48.39
Total Dept 05-610 - SEWER		607,431.00	721,839.36	(81,447.66)	(114,408.36)	118.83
Department: 06-610 SEWER						
21-06-610-58500	DEPRECIATION	95,000.00	92,479.89	92,479.89	2,520.11	97.35

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 21 SEWER UTILITY						
Account Category: Expenditures						
Department: 06-610 SEWER						
21-06-610-58510	REPLACEMENT FUND	17,000.00	0.00	0.00	17,000.00	0.00
Total Dept 06-610 - SEWER		112,000.00	92,479.89	92,479.89	19,520.11	82.57
Department: 07-610 SEWER						
21-07-610-59640	MMSD PAYMENT	401,439.00	405,727.00	0.00	(4,288.00)	101.07
21-07-610-59650	MMSD O/M	260,982.00	259,956.81	64,942.54	1,025.19	99.61
Total Dept 07-610 - SEWER		662,421.00	665,683.81	64,942.54	(3,262.81)	100.49
Expenditures		1,401,252.00	1,496,709.06	92,680.77	(95,457.06)	106.81
Fund 21 - SEWER UTILITY:						
TOTAL REVENUES		1,401,252.00	1,599,907.17	460,170.14	(198,655.17)	114.18
TOTAL EXPENDITURES		1,401,252.00	1,496,709.06	92,680.77	(95,457.06)	106.81
NET OF REVENUES & EXPENDITURES:		0.00	103,198.11	367,489.37	(103,198.11)	

REVENUE AND EXPENDITURE REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 12/31/2024

GL Number	Description	2024 Amended Budget	YTD Balance 12/31/2024 Normal (Abnormal)	Activity For 12/31/2024 Increase (Decrease)	Available Balance 12/31/2024 Normal (Abnormal)	% Bdgt Used
Fund: 42 TAX INCREMENT DISTRICT #2						
Account Category: Revenues						
Department: 40-001 LOCAL PROPERTY TAXES						
42-40-001-41000	GENERAL OPERATIONS	100.00	103.68	0.00	(3.68)	103.68
Total Dept 40-001 - LOCAL PROPERTY TAXES		100.00	103.68	0.00	(3.68)	103.68
Department: 44-013 INTEREST INCOME						
42-44-013-48100	INVESTMENT INTEREST	10,000.00	18,355.03	1,209.88	(8,355.03)	183.55
Total Dept 44-013 - INTEREST INCOME		10,000.00	18,355.03	1,209.88	(8,355.03)	183.55
Department: 45-015 OTHER INCOME						
42-45-015-48000	MISCELLANEOUS	0.00	15,010.38	0.00	(15,010.38)	100.00
Total Dept 45-015 - OTHER INCOME		0.00	15,010.38	0.00	(15,010.38)	100.00
Revenues		10,100.00	33,469.09	1,209.88	(23,369.09)	331.38
Account Category: Expenditures						
Department: 10-042 TAX INCREMENT DISTRICT #2						
42-10-042-51100	SALARIES & WAGES	46,875.00	47,675.60	4,867.79	(800.60)	101.71
42-10-042-51199	FRINGE BENEFITS	11,242.00	20,082.44	427.92	(8,840.44)	178.64
42-10-042-54205	PLANNER SERVICES	0.00	25,066.81	5,547.32	(25,066.81)	100.00
42-10-042-54206	AUDIT	5,500.00	5,500.00	0.00	0.00	100.00
42-10-042-54207	LEGAL COUNSEL	1,000.00	2,195.50	0.00	(1,195.50)	219.55
42-10-042-54209	ENGINEERING SERVICES	10,000.00	6,946.41	2,865.80	3,053.59	69.46
42-10-042-54245	ADMINISTRATIVE/SECRETARIAL	10,000.00	150.00	0.00	9,850.00	1.50
42-10-042-54290	CONSULTANTS	20,000.00	7,623.37	2,500.00	12,376.63	38.12
42-10-042-54801	PROPERTY ACQUISITION	0.00	583,016.76	3,597.53	(583,016.76)	100.00
42-10-042-54802	REMEDATION/SITE DEVEL	0.00	30,090.00	26,203.00	(30,090.00)	100.00
42-10-042-54803	TIF #2 WATERMAINS	1,000.00	(21,694.20)	(28,390.88)	22,694.20	(2,169.42)
42-10-042-56620	INTEREST	134,930.00	134,930.00	0.00	0.00	100.00
42-10-042-56625	BOND FEES	400.00	400.00	0.00	0.00	100.00
Total Dept 10-042 - TAX INCREMENT DISTRICT #2		240,947.00	841,982.69	17,618.48	(601,035.69)	349.45
Expenditures		240,947.00	841,982.69	17,618.48	(601,035.69)	349.45
Fund 42 - TAX INCREMENT DISTRICT #2:						
TOTAL REVENUES		10,100.00	33,469.09	1,209.88	(23,369.09)	331.38
TOTAL EXPENDITURES		240,947.00	841,982.69	17,618.48	(601,035.69)	349.45
NET OF REVENUES & EXPENDITURES:		(230,847.00)	(808,513.60)	(16,408.60)	577,666.60	
Report Totals:						
TOTAL REVENUES - ALL FUNDS		5,363,669.00	5,895,023.70	793,966.61	(531,354.70)	109.91
TOTAL EXPENDITURES - ALL FUNDS		5,570,541.00	6,448,280.91	575,351.90	(877,739.91)	115.76
NET OF REVENUES & EXPENDITURES:		(206,872.00)	(553,257.21)	218,614.71	346,385.21	

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Normal (Abnormal)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 01 GENERAL FUND							
Account Category: Assets							
Department: 00-000							
01-00-000-11110	CHECKING - PWSB/BMO GENERAL		(1,728,305.47)	2,291,449.03	2,291,449.03		563,143.56
01-00-000-11113	FLEX-BANCORP		2,500.00	0.00	0.00		2,500.00
01-00-000-11120	TAX ACCOUNT (PWSB)		141.82	399.54	399.54		541.36
01-00-000-11155	PORT WASHINGTON STATE BANK/CD		500,000.00	0.00	0.00		500,000.00
01-00-000-11710	INVESTMENTS		2,784,321.69	(165,336.12)	(165,336.12)		2,618,985.57
01-00-000-11800	PETTY CASH		500.00	0.00	0.00		500.00
01-00-000-12100	TAXES RECEIVABLE		2,379,732.00	(2,379,731.40)	(2,379,731.40)		0.60
01-00-000-12320	DELINQUENT PERSONAL PROPERTY		5,830.32	0.00	0.00		5,830.32
01-00-000-12321	DEL. SWR. BILLS DUE FROM CTY.		1,410.68	0.00	0.00		1,410.68
01-00-000-13100	ACCOUNTS RECEIVABLE		18,798.46	(2,133.25)	(2,133.25)		16,665.21
01-00-000-13210	LEASE RECEIVABLE - TOWERCO		853,521.00	0.00	0.00		853,521.00
01-00-000-16160	GASOLINE INVENTORY		3,100.00	0.00	0.00		3,100.00
01-00-000-16210	DEFERRED OUTFLOW		159,993.86	0.00	0.00		159,993.86
01-00-000-16230	DEFERRED EXPENDITURE		56,136.60	(55,472.40)	(55,472.40)		664.20
01-00-000-18100	INTANGIBLE ASSETS		9,408.00	0.00	0.00		9,408.00
01-00-000-18210	LAND		416,177.00	0.00	0.00		416,177.00
01-00-000-18215	EASEMENTS		12,925.00	0.00	0.00		12,925.00
01-00-000-18299	LAND HELD FOR RESALE		925,100.00	0.00	0.00		925,100.00
01-00-000-18300	BUILDINGS		1,332,331.00	0.00	0.00		1,332,331.00
01-00-000-18400	IMPROVEMENTS OTHER THAN BLDG		1,214,458.00	0.00	0.00		1,214,458.00
01-00-000-18500	MACHINERY AND EQUIPMENT		1,028,469.00	0.00	0.00		1,028,469.00
01-00-000-18550	FURNITURE AND FIXTURES		26,031.00	0.00	0.00		26,031.00
01-00-000-18790	CONSTRUCTION IN PROGRESS		798,889.00	0.00	0.00		798,889.00
01-00-000-18800	MUSEUM ITEM - FIRE TRUCK		47,197.00	0.00	0.00		47,197.00
01-00-000-18810	INFRASTRUCTURE		3,277,613.00	0.00	0.00		3,277,613.00
01-00-000-18820	STORMWATER INFRASTRUCTURE		4,276,686.00	0.00	0.00		4,276,686.00
Total Department 00-000:			18,402,964.96	(310,824.60)	(310,824.60)		18,092,140.36
Assets			18,402,964.96	(310,824.60)	(310,824.60)		18,092,140.36
Account Category: Liabilities							
Department: 00-000							
01-00-000-21110	ACCOUNTS PAYABLE		54,237.25	(24,434.66)	(24,434.66)		29,802.59
01-00-000-21520	WI RETIREMENT		0.00	7,673.65	7,673.65		7,673.65
01-00-000-21530	HEALTH INSURANCE WITHHOLDING		0.00	2,050.78	2,050.78		2,050.78
01-00-000-21531	DENTAL INSURANCE WITHHOLDING		0.00	(105.42)	(105.42)		(105.42)
01-00-000-21532	VISION INSURANCE WITHHOLDING		0.00	(180.74)	(180.74)		(180.74)
01-00-000-21533	LIFE INSURANCE WITHHOLDING		0.00	347.28	347.28		347.28
01-00-000-21534	ACCIDENTAL INS WITHHOLDING		0.00	(3.76)	(3.76)		(3.76)
01-00-000-21590	FLEX BENEFIT		12,104.58	(1,429.02)	(1,429.02)		10,675.56
01-00-000-21700	ACCRUED PAYROLL		33,305.83	(33,305.83)	(33,305.83)		0.00
01-00-000-23160	DEPOSIT-DEVELP. APPLICATION		2,375.59	0.00	0.00		2,375.59
01-00-000-23165	REFUNDS - PARK DEPOSIT		700.00	100.00	100.00		800.00
01-00-000-23166	SOFTBALL ASSOC. PARK DEPOSIT		1,000.00	0.00	0.00		1,000.00
01-00-000-23170	MISCELLANEOUS REFUNDS		4,100.00	0.00	0.00		4,100.00
01-00-000-26110	DEFERRED REVENUES		2,384,768.01	(2,379,731.40)	(2,379,731.40)		5,036.61
01-00-000-26120	UNEARNED LEASE REVENUE - TOWER		853,521.00	0.00	0.00		853,521.00
01-00-000-29620	ACCRUED COMPENSATORY TIME		159,993.86	0.00	0.00		159,993.86
Total Department 00-000:			3,506,106.12	(2,429,019.12)	(2,429,019.12)		1,077,087.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 01 GENERAL FUND							
Account Category: Liabilities							
Liabilities			3,506,106.12	(2,429,019.12)	(2,429,019.12)		1,077,087.00
Account Category: Fund Equity							
Department: 00-000							
01-00-000-32000	INVESTMENTS IN FIXED ASSETS		13,365,284.00	0.00		0.00	13,365,284.00
01-00-000-33900	UNAPPROPRIATED		201,213.00	0.00		0.00	201,213.00
01-00-000-34110	RESERVED/DELINQUENT PERS PROP		4,893.29	0.00		0.00	4,893.29
01-00-000-34111	RESERVED/DELINQUENT SEWER BILL		4,647.87	0.00		0.00	4,647.87
01-00-000-34112	DESIGNATED/COMPENSATED ABSENCE		159,993.86	0.00		0.00	159,993.86
01-00-000-34113	RESERVED/PARK DEDICATION FEE		4,500.00	0.00		0.00	4,500.00
01-00-000-34120	RESERVED/INVENTORIES		3,100.00	0.00		0.00	3,100.00
01-00-000-34160	TPD DONATIONS		18,400.89	0.00		0.00	18,400.89
01-00-000-34210	APPROP.-CORPORATE RESERVES		598,000.00	0.00		0.00	598,000.00
01-00-000-34212	APPROPRIATED-WRKG CAPITAL		481,951.00	0.00		0.00	481,951.00
Total Department 00-000:			14,841,983.91	0.00		0.00	14,841,983.91
Fund Equity							
			14,841,983.91	0.00		0.00	14,841,983.91
Account Category: Revenues							
Department: 40-001 LOCAL PROPERTY TAXES							
01-40-001-41000	GENERAL OPERATIONS	2,379,732.00	0.00	2,379,732.00	2,379,732.00		2,379,732.00
Total Department 40-001:		2,379,732.00	0.00	2,379,732.00	2,379,732.00		2,379,732.00
Department: 41-002 SHARED REVENUES							
01-41-002-43410	STATE SHARED REVENUE	164,952.00	0.00	0.00	0.00		0.00
Total Department 41-002:		164,952.00	0.00	0.00	0.00		0.00
Department: 41-003 GRANTS & AIDS							
01-41-003-43420	FIRE INSURANCE DUES	18,915.00	0.00	0.00	0.00		0.00
01-41-003-43430	EXEMPT COMPUTER AID	4,179.00	0.00	0.00	0.00		0.00
01-41-003-43440	LOCAL TRANSPORTATION AIDS	202,665.00	0.00	50,622.08	50,622.08		50,622.08
01-41-003-43450	VIDEO SERVICE PROVIDER AIDS	9,471.00	0.00	0.00	0.00		0.00
01-41-003-43520	LAW ENFORCEMENT GRANT	1,120.00	0.00	0.00	0.00		0.00
01-41-003-43560	RECYCLING GRANT	9,530.00	0.00	0.00	0.00		0.00
Total Department 41-003:		245,880.00	0.00	50,622.08	50,622.08		50,622.08
Department: 41-007 OTHER							
01-41-007-47311	OTHER SVCS TO OTHER LOCAL GOVT	15,000.00	0.00	0.00	0.00		0.00
Total Department 41-007:		15,000.00	0.00	0.00	0.00		0.00
Department: 41-011 PARK & RECREATION							
01-41-011-47310	FISCAL AGENT FEES - LIBRARY	8,500.00	0.00	2,125.00	2,125.00		2,125.00
Total Department 41-011:		8,500.00	0.00	2,125.00	2,125.00		2,125.00
Department: 42-004 LICENSES							
01-42-004-44110	LIQUOR & MALT BEVERAGE	9,500.00	0.00	30.00	30.00		30.00
01-42-004-44120	CIGARETTE	200.00	0.00	0.00	0.00		0.00
01-42-004-44212	DOG	2,000.00	0.00	710.00	710.00		710.00
01-42-004-44214	CAT LICENSES	200.00	0.00	20.00	20.00		20.00
01-42-004-44415	SUNDRY	700.00	0.00	0.00	0.00		0.00
Total Department 42-004:		12,600.00	0.00	760.00	760.00		760.00
Department: 42-005 PERMITS							

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Revenues						
Department: 42-005 PERMITS						
01-42-005-44320	BUILDING	50,000.00	0.00	3,472.08	3,472.08	3,472.08
01-42-005-44321	ELECTRICAL	15,000.00	0.00	585.90	585.90	585.90
01-42-005-44322	PLUMBING	15,000.00	0.00	495.00	495.00	495.00
01-42-005-44423	SUNDRY	2,500.00	0.00	0.00	0.00	0.00
Total Department 42-005:		82,500.00	0.00	4,552.98	4,552.98	4,552.98
Department: 42-006 FINES & FORFEITURES						
01-42-006-45110	COURT FINES	25,000.00	0.00	0.00	0.00	0.00
01-42-006-45130	PARKING FINES	15,000.00	0.00	785.00	785.00	785.00
Total Department 42-006:		40,000.00	0.00	785.00	785.00	785.00
Department: 42-007 OTHER						
01-42-007-44920	CABLE TV	19,000.00	0.00	0.00	0.00	0.00
01-42-007-48210	CELL TOWER LEASE	47,325.00	0.00	3,941.01	3,941.01	3,941.01
Total Department 42-007:		66,325.00	0.00	3,941.01	3,941.01	3,941.01
Department: 43-001 LOCAL PROPERTY TAXES						
01-43-001-46725	PARK LAND DEDICATION	3,000.00	0.00	0.00	0.00	0.00
Total Department 43-001:		3,000.00	0.00	0.00	0.00	0.00
Department: 43-008 GENERAL GOVERNMENT						
01-43-008-46100	GENERAL GOVERNMENT	10,000.00	0.00	27.75	27.75	27.75
01-43-008-46142	ASSESSMENT LETTERS	3,500.00	0.00	200.00	200.00	200.00
Total Department 43-008:		13,500.00	0.00	227.75	227.75	227.75
Department: 43-009 PROTECTION-PERSONS & PROPERTY						
01-43-009-46210	POLICE DEPARTMENT FEES	2,500.00	0.00	35.50	35.50	35.50
Total Department 43-009:		2,500.00	0.00	35.50	35.50	35.50
Department: 43-010 HEALTH & SANITATION						
01-43-010-46420	RECYCLING PROCEEDS	13,000.00	0.00	3,335.00	3,335.00	3,335.00
01-43-010-46421	DUMPSTER RENTAL	10,000.00	0.00	500.00	500.00	500.00
01-43-010-46422	ADDITIONAL TRASH CART FEE	1,000.00	0.00	400.00	400.00	400.00
01-43-010-46423	ADDITIONAL RECYCLING CART FEE	500.00	0.00	0.00	0.00	0.00
Total Department 43-010:		24,500.00	0.00	4,235.00	4,235.00	4,235.00
Department: 43-011 PARK & RECREATION						
01-43-011-46720	PARK FEES	9,000.00	0.00	(500.00)	(500.00)	(500.00)
01-43-011-46821	SOFTBALL ASSOCIATION PARK FEE	1,500.00	0.00	0.00	0.00	0.00
Total Department 43-011:		10,500.00	0.00	(500.00)	(500.00)	(500.00)
Department: 43-012 UNCLASSIFIED						
01-43-012-48000	MISCELLANEOUS	12,425.00	0.00	144.29	144.29	144.29
Total Department 43-012:		12,425.00	0.00	144.29	144.29	144.29
Department: 44-013 INTEREST INCOME						
01-44-013-48100	INVESTMENT INTEREST	100,000.00	0.00	11,866.96	11,866.96	11,866.96
Total Department 44-013:		100,000.00	0.00	11,866.96	11,866.96	11,866.96
Department: 45-015 OTHER INCOME						
01-45-015-47410	ADMIN. CHARGE TO SEWER UTILITY	40,000.00	0.00	0.00	0.00	0.00
01-45-015-48010	OTHER INCOME	25,000.00	0.00	0.00	0.00	0.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 01 GENERAL FUND							
Account Category: Revenues							
Department: 45-015 OTHER INCOME							
01-45-015-49300	FUND BALANCE APPLIED	150,000.00	0.00	0.00		0.00	0.00
01-45-015-49320	USE OF CORPORATE RESERVE	190,000.00	0.00	0.00		0.00	0.00
Total Department 45-015:		405,000.00	0.00	0.00		0.00	0.00
Revenues		3,586,914.00	0.00	2,458,527.57		2,458,527.57	2,458,527.57
Account Category: Expenditures							
Department: 01-510 VILLAGE REPRESENTATION							
01-01-510-51106	VILLAGE BOARD	20,000.00	0.00	0.00		0.00	0.00
01-01-510-51112	ELECTION WORKERS	3,000.00	0.00	0.00		0.00	0.00
01-01-510-51199	FRINGE BENEFITS	1,530.00	0.00	0.00		0.00	0.00
01-01-510-52200	PRINTING & PUBLISHING	7,000.00	0.00	154.88		154.88	154.88
01-01-510-52201	POSTAGE	3,500.00	0.00	621.40		621.40	621.40
01-01-510-52202	DUES & SUBSCRIPTIONS	3,500.00	0.00	2,702.59		2,702.59	2,702.59
01-01-510-52203	TRAINING & MEETINGS	1,000.00	0.00	0.00		0.00	0.00
01-01-510-52205	PLANNER SERVICES	9,500.00	0.00	0.00		0.00	0.00
01-01-510-52206	AUDIT	22,700.00	0.00	0.00		0.00	0.00
01-01-510-52207	LEGAL COUNSEL	11,500.00	0.00	90.00		90.00	90.00
01-01-510-52208	ASSESSOR	7,000.00	0.00	1,750.00		1,750.00	1,750.00
01-01-510-53302	ELECTION EXPENSE	3,000.00	0.00	1,018.30		1,018.30	1,018.30
01-01-510-53397	AWARDS PROGRAM	3,000.00	0.00	0.00		0.00	0.00
01-01-510-53399	MISCELLANEOUS	500.00	0.00	0.00		0.00	0.00
Total Department 01-510:		96,730.00	0.00	6,337.17		6,337.17	6,337.17
Department: 01-511 VILLAGE ADMINISTRATION							
01-01-511-51100	SALARIES & WAGES	88,065.00	0.00	4,549.49		4,549.49	4,549.49
01-01-511-51101	OVERTIME	200.00	0.00	0.00		0.00	0.00
01-01-511-51108	ADMINISTRATOR	62,700.00	0.00	2,108.99		2,108.99	2,108.99
01-01-511-51115	TRAVEL/TRAINING/SEMINARS	2,250.00	0.00	25.00		25.00	25.00
01-01-511-51195	ANNUITANT FRINGE	5,132.00	0.00	2,131.72		2,131.72	2,131.72
01-01-511-51196	ADMINISTRATOR FRINGE	28,413.00	0.00	5,948.13		5,948.13	5,948.13
01-01-511-51199	FRINGE BENEFITS	47,142.00	0.00	8,834.31		8,834.31	8,834.31
01-01-511-52202	DUES & SUBSCRIPTIONS	1,200.00	0.00	729.00		729.00	729.00
01-01-511-52203	TRAINING & MEETINGS	500.00	0.00	0.00		0.00	0.00
01-01-511-52209	ENGINEERING SERVICES	6,000.00	0.00	0.00		0.00	0.00
01-01-511-52210	DATA PROCESSING	5,000.00	0.00	4,682.53		4,682.53	4,682.53
01-01-511-52211	CODIFICATION	1,150.00	0.00	900.00		900.00	900.00
01-01-511-52213	OFFICE EQUIPMENT/MAINTENANCE	300.00	0.00	0.00		0.00	0.00
01-01-511-53300	OFFICE SUPPLIES	3,000.00	0.00	407.66		407.66	407.66
01-01-511-53303	TELEPHONE	3,000.00	0.00	533.84		533.84	533.84
01-01-511-53304	ELECTRICITY	16,500.00	0.00	0.00		0.00	0.00
01-01-511-53305	HEAT	7,000.00	0.00	0.00		0.00	0.00
01-01-511-53306	JANITOR SUPPLIES	1,500.00	0.00	0.00		0.00	0.00
01-01-511-53308	BUILDING SUPPLIES	18,000.00	0.00	308.63		308.63	308.63
01-01-511-53399	MISCELLANEOUS	250.00	0.00	181.12		181.12	181.12
Total Department 01-511:		297,302.00	0.00	31,340.42		31,340.42	31,340.42
Department: 01-522 FIRE DEPARTMENT							
01-01-522-52233	SOUTHERN OZAUKEE FIRE DEPT	291,614.00	0.00	68,178.50		68,178.50	68,178.50
Total Department 01-522:		291,614.00	0.00	68,178.50		68,178.50	68,178.50

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Fund: 01 GENERAL FUND							
Account Category: Expenditures							
Department: 01-551 LIBRARY							
01-01-551-52246	WEYENBERG LIBRARY	113,676.00	0.00	28,419.00	28,419.00	28,419.00	28,419.00
Total Department 01-551:		113,676.00	0.00	28,419.00	28,419.00	28,419.00	28,419.00
Department: 01-552 COMMUNITY SRO PROGRAM							
01-01-552-52235	COMMUNITY SRO PROGRAM	14,000.00	0.00	0.00	0.00	0.00	0.00
Total Department 01-552:		14,000.00	0.00	0.00	0.00	0.00	0.00
Department: 01-554 UNCLASSIFIED							
01-01-554-57710	CONTINGENCY	100,000.00	0.00	0.00	0.00	0.00	0.00
01-01-554-57715	FLEX BENEFIT	2,600.00	0.00	221.38	221.38	221.38	221.38
01-01-554-57730	UNEMPLOYMENT COMPENSATION	725.00	0.00	0.00	0.00	0.00	0.00
01-01-554-57735	THIENSVILLE BUSINESS ASSOC	5,000.00	0.00	5,000.00	5,000.00	5,000.00	5,000.00
01-01-554-57740	FAMILY SERVICE	2,000.00	0.00	2,000.00	2,000.00	2,000.00	2,000.00
01-01-554-57750	JULY 4TH ACTIVITY	4,000.00	0.00	4,000.00	4,000.00	4,000.00	4,000.00
01-01-554-57754	HISTORIC PRESERVATION	1,000.00	0.00	0.00	0.00	0.00	0.00
Total Department 01-554:		115,325.00	0.00	11,221.38	11,221.38	11,221.38	11,221.38
Department: 02-512 INSURANCE							
01-02-512-52237	WORKER S COMPENSATION	40,668.00	0.00	8,710.00	8,710.00	8,710.00	8,710.00
01-02-512-52238	GENERAL LIABILITY	0.00	0.00	12,742.00	12,742.00	12,742.00	12,742.00
01-02-512-52242	BUSINESS PROPERTY	14,039.00	0.00	14,497.00	14,497.00	14,497.00	14,497.00
01-02-512-52243	ALL OTHER INSURANCE	39,900.00	0.00	510.00	510.00	510.00	510.00
Total Department 02-512:		94,607.00	0.00	36,459.00	36,459.00	36,459.00	36,459.00
Department: 03-521 POLICE DEPARTMENT							
01-03-521-51100	SALARIES & WAGES	641,773.00	0.00	30,175.75	30,175.75	30,175.75	30,175.75
01-03-521-51101	OVERTIME	20,000.00	0.00	598.02	598.02	598.02	598.02
01-03-521-51104	EDUCATIONAL INCENTIVE	1,000.00	0.00	0.00	0.00	0.00	0.00
01-03-521-51105	HOLIDAY PAY	16,840.00	0.00	0.00	0.00	0.00	0.00
01-03-521-51109	DPW EQUIPMENT MAINTENANCE CALL	3,346.00	0.00	167.29	167.29	167.29	167.29
01-03-521-51113	POLICE CHIEF SALARY	103,500.00	0.00	5,174.99	5,174.99	5,174.99	5,174.99
01-03-521-51115	TRAVEL/TRAINING/SEMINARS	1,000.00	0.00	800.00	800.00	800.00	800.00
01-03-521-51197	POLICE CHIEF FRINGE	56,102.00	0.00	6,335.51	6,335.51	6,335.51	6,335.51
01-03-521-51199	FRINGE BENEFITS	394,703.00	0.00	42,064.74	42,064.74	42,064.74	42,064.74
01-03-521-52200	PRINTING & PUBLISHING	150.00	0.00	0.00	0.00	0.00	0.00
01-03-521-52201	POSTAGE	500.00	0.00	0.00	0.00	0.00	0.00
01-03-521-52202	DUES & SUBSCRIPTIONS	600.00	0.00	290.00	290.00	290.00	290.00
01-03-521-52213	OFFICE EQUIPMENT/MAINTENANCE	100.00	0.00	0.00	0.00	0.00	0.00
01-03-521-52215	TRAINING - POLICE	6,000.00	0.00	250.00	250.00	250.00	250.00
01-03-521-52216	ANIMAL BOARDING	200.00	0.00	20.00	20.00	20.00	20.00
01-03-521-52218	SPECIAL POLICE	2,000.00	0.00	1,000.00	1,000.00	1,000.00	1,000.00
01-03-521-52219	TELETYPE	1,500.00	0.00	269.25	269.25	269.25	269.25
01-03-521-52220	RADAR/SIREN MAINTENANCE	200.00	0.00	0.00	0.00	0.00	0.00
01-03-521-52221	JUVENILE PROGRAM	1,500.00	0.00	0.00	0.00	0.00	0.00
01-03-521-52222	EMERGENCY GOVERNMENT	2,000.00	0.00	669.59	669.59	669.59	669.59
01-03-521-52223	RADIO MAINTENANCE	500.00	0.00	0.00	0.00	0.00	0.00
01-03-521-53300	OFFICE SUPPLIES	1,000.00	0.00	102.80	102.80	102.80	102.80
01-03-521-53303	TELEPHONE	4,500.00	0.00	1,192.63	1,192.63	1,192.63	1,192.63
01-03-521-53307	SUPPLIES-COPY MACHINE	1,000.00	0.00	0.00	0.00	0.00	0.00
01-03-521-53310	FUEL	16,000.00	0.00	0.00	0.00	0.00	0.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 03-521 POLICE DEPARTMENT						
01-03-521-53312	UNIFORM ALLOWANCES	5,600.00	0.00	226.91	226.91	226.91
01-03-521-53313	PHOTO SUPPLIES	200.00	0.00	0.00	0.00	0.00
01-03-521-53314	INVESTIGATIONS	1,000.00	0.00	0.00	0.00	0.00
01-03-521-53315	TIRES	1,500.00	0.00	0.00	0.00	0.00
01-03-521-53316	REPAIRS & MAINTENANCE	2,500.00	0.00	43.35	43.35	43.35
01-03-521-53317	AMMUNITION	3,200.00	0.00	0.00	0.00	0.00
01-03-521-53350	BODY ARMOR/LEATHER GEAR	2,500.00	0.00	1,479.99	1,479.99	1,479.99
01-03-521-53398	OTHER SUPPLIES	1,500.00	0.00	22.58	22.58	22.58
01-03-521-55318	TECHNOLOGY SUPPLIES	1,000.00	0.00	392.95	392.95	392.95
Total Department 03-521:		1,295,014.00	0.00	91,276.35	91,276.35	91,276.35
Department: 03-522 FIRE DEPARTMENT						
01-03-522-53303	TELEPHONE	0.00	0.00	177.16	177.16	177.16
Total Department 03-522:		0.00	0.00	177.16	177.16	177.16
Department: 03-523 INSPECTION						
01-03-523-52272	BUILDING INSPECTION	31,500.00	0.00	0.00	0.00	0.00
01-03-523-52273	PLUMBING INSPECTION	6,500.00	0.00	0.00	0.00	0.00
01-03-523-52274	ELECTRICAL INSPECTION	7,500.00	0.00	0.00	0.00	0.00
Total Department 03-523:		45,500.00	0.00	0.00	0.00	0.00
Department: 04-541 PUBLIC WORKS - STREET						
01-04-541-51100	SALARIES & WAGES	295,260.00	0.00	14,409.92	14,409.92	14,409.92
01-04-541-51101	OVERTIME	762.00	0.00	0.00	0.00	0.00
01-04-541-51102	PART-TIME	7,125.00	0.00	0.00	0.00	0.00
01-04-541-51199	FRINGE BENEFITS	173,484.00	0.00	24,270.36	24,270.36	24,270.36
01-04-541-52203	TRAINING & MEETINGS	500.00	0.00	0.00	0.00	0.00
01-04-541-52223	RADIO MAINTENANCE	250.00	0.00	0.00	0.00	0.00
01-04-541-52227	STREET MAINTENANCE	25,000.00	0.00	183.98	183.98	183.98
01-04-541-52228	SANITARY LANDFILL	50,000.00	0.00	0.00	0.00	0.00
01-04-541-52266	RECYCLING	57,000.00	0.00	10,600.00	10,600.00	10,600.00
01-04-541-53300	OFFICE SUPPLIES	300.00	0.00	0.00	0.00	0.00
01-04-541-53303	TELEPHONE	3,900.00	0.00	338.84	338.84	338.84
01-04-541-53304	ELECTRICITY	5,000.00	0.00	0.00	0.00	0.00
01-04-541-53305	HEAT	6,250.00	0.00	0.00	0.00	0.00
01-04-541-53308	BUILDING SUPPLIES	3,000.00	0.00	49.99	49.99	49.99
01-04-541-53309	BUILDING REPAIRS	4,000.00	0.00	0.00	0.00	0.00
01-04-541-53310	FUEL	19,000.00	0.00	0.00	0.00	0.00
01-04-541-53323	PROTECTIVE GEAR	300.00	0.00	0.00	0.00	0.00
01-04-541-53329	CLOTHING	2,250.00	0.00	0.00	0.00	0.00
01-04-541-53330	REPAIR PARTS/EQUIPMENT	18,000.00	0.00	210.90	210.90	210.90
01-04-541-53332	NUTS & BOLTS	100.00	0.00	0.00	0.00	0.00
01-04-541-53333	TOOLS	1,000.00	0.00	0.00	0.00	0.00
01-04-541-53334	STREET SIGNS	4,000.00	0.00	0.00	0.00	0.00
01-04-541-53335	STREET LIGHTING	25,000.00	0.00	0.00	0.00	0.00
01-04-541-53337	SALT & ICE CONTROL	29,000.00	0.00	0.00	0.00	0.00
01-04-541-53338	TREE & BRUSH CONTROL	1,200.00	0.00	0.00	0.00	0.00
01-04-541-53357	DIGGERS HOT LINE	1,000.00	0.00	924.80	924.80	924.80
01-04-541-53399	MISCELLANEOUS	500.00	0.00	0.00	0.00	0.00
01-04-541-55318	TECHNOLOGY SUPPLIES	1,300.00	0.00	4,424.50	4,424.50	4,424.50

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 04-541 PUBLIC WORKS - STREET						
Total Department 04-541:		734,481.00	0.00	55,413.29	55,413.29	55,413.29
Department: 04-542 PARK						
01-04-542-51100	SALARIES & WAGES	74,124.00	0.00	4,128.99	4,128.99	4,128.99
01-04-542-51101	OVERTIME	250.00	0.00	0.00	0.00	0.00
01-04-542-51102	PART-TIME	7,875.00	0.00	0.00	0.00	0.00
01-04-542-51199	FRINGE BENEFITS	44,586.00	0.00	6,163.19	6,163.19	6,163.19
01-04-542-52230	REPAIRS & MAINTENANCE	18,000.00	0.00	283.31	283.31	283.31
01-04-542-52285	WEPCO LEASE	400.00	0.00	400.00	400.00	400.00
01-04-542-53304	ELECTRICITY	9,250.00	0.00	0.00	0.00	0.00
01-04-542-53305	HEAT	2,000.00	0.00	535.29	535.29	535.29
Total Department 04-542:		156,485.00	0.00	11,510.78	11,510.78	11,510.78
Department: 05-541 OLD VILLAGE HALL						
01-05-541-53304	ELECTRICITY	1,000.00	0.00	0.00	0.00	0.00
01-05-541-53305	HEAT	1,000.00	0.00	0.00	0.00	0.00
01-05-541-53308	BUILDING SUPPLIES	250.00	0.00	0.00	0.00	0.00
Total Department 05-541:		2,250.00	0.00	0.00	0.00	0.00
Department: 07-554 UNCLASSIFIED						
01-07-554-57790	TRANSFERS TO OTHER FUNDS	329,930.00	0.00	0.00	0.00	0.00
Total Department 07-554:		329,930.00	0.00	0.00	0.00	0.00
Expenditures		3,586,914.00	0.00	340,333.05	340,333.05	340,333.05
Fund: 07 PARK IMPROVEMENT FUND						
Account Category: Assets						
Department: 00-000						
07-00-000-11110	CHECKING - PWSB/BMO GENERAL		23,376.68	24,792.00	24,792.00	48,168.68
07-00-000-11520	PARK IMPROVEMENT FUND		287,003.29	1,127.64	1,127.64	288,130.93
07-00-000-13100	ACCOUNTS RECEIVABLE		35,000.00	(25,000.00)	(25,000.00)	10,000.00
Total Department 00-000:			345,379.97	919.64	919.64	346,299.61
Assets			345,379.97	919.64	919.64	346,299.61
Account Category: Liabilities						
Department: 00-000						
07-00-000-21110	ACCOUNTS PAYABLE		0.00	80.17	80.17	80.17
Total Department 00-000:			0.00	80.17	80.17	80.17
Liabilities			0.00	80.17	80.17	80.17
Account Category: Fund Equity						
Department: 00-000						
07-00-000-33900	UNAPPROPRIATED		(46,088.15)	0.00	0.00	(46,088.15)
07-00-000-34151	RESERVED/WATER FEATURE		238,097.00	0.00	0.00	238,097.00
07-00-000-34152	RESERVED/ICE SKATING		500.00	0.00	0.00	500.00
07-00-000-34153	RESERVED/PAVILION		2,000.00	0.00	0.00	2,000.00
07-00-000-34157	RESERVED/COURT SPORTS		27,000.00	0.00	0.00	27,000.00
Total Department 00-000:			221,508.85	0.00	0.00	221,508.85
Fund Equity			221,508.85	0.00	0.00	221,508.85

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Normal (Abnormal)
Fund: 07 PARK IMPROVEMENT FUND						
Account Category: Revenues						
Department: 07-011 PARK & RECREATION						
07-07-011-49300	FUND BALANCE APPLIED	376,500.00	0.00	0.00	0.00	0.00
Total Department 07-011:		376,500.00	0.00	0.00	0.00	0.00
Department: 44-013 INTEREST INCOME						
07-44-013-48100	INVESTMENT INTEREST	5,000.00	0.00	1,127.64	1,127.64	1,127.64
Total Department 44-013:		5,000.00	0.00	1,127.64	1,127.64	1,127.64
Department: 45-011 PARK & RECREATION						
07-45-011-43510	GRANTS AND AIDS	208,000.00	0.00	0.00	0.00	0.00
07-45-011-46741	GALA TICKET SALES	20,000.00	0.00	0.00	0.00	0.00
07-45-011-46742	GALA SPONSORSHIPS	20,000.00	0.00	0.00	0.00	0.00
07-45-011-46743	GALA PROCEEDS	50,000.00	0.00	0.00	0.00	0.00
07-45-011-46750	DOG DAYS TICKET SALES	2,000.00	0.00	0.00	0.00	0.00
07-45-011-46751	DOG DAYS SPONSORSHIPS	1,000.00	0.00	0.00	0.00	0.00
07-45-011-46752	DOG DAYS PROCEEDS	1,500.00	0.00	238.00	238.00	238.00
07-45-011-48500	DONATION REVENUE	17,500.00	0.00	75.00	75.00	75.00
07-45-011-48550	GIVING TREE LEAVES	1,000.00	0.00	0.00	0.00	0.00
Total Department 45-011:		321,000.00	0.00	313.00	313.00	313.00
Revenues		702,500.00	0.00	1,440.64	1,440.64	1,440.64
Account Category: Expenditures						
Department: 07-542 PARK						
07-07-542-52200	PRINTING & PUBLISHING	500.00	0.00	80.17	80.17	80.17
07-07-542-52201	POSTAGE	500.00	0.00	0.00	0.00	0.00
07-07-542-52207	LEGAL COUNSEL	500.00	0.00	0.00	0.00	0.00
07-07-542-52209	ENGINEERING SERVICES	2,500.00	0.00	0.00	0.00	0.00
07-07-542-52291	ADVERTISING	2,500.00	0.00	0.00	0.00	0.00
07-07-542-57292	PARK GALA	60,000.00	0.00	0.00	0.00	0.00
07-07-542-57293	DOG DAYS OF WINTER	2,500.00	0.00	521.00	521.00	521.00
07-07-542-57720	MISCELLANEOUS	500.00	0.00	0.00	0.00	0.00
07-07-542-57771	GIVING TREE LEAVES	500.00	0.00	0.00	0.00	0.00
07-07-542-57790	TRANSFERS TO OTHER FUNDS	620,000.00	0.00	0.00	0.00	0.00
Total Department 07-542:		690,000.00	0.00	601.17	601.17	601.17
Expenditures		690,000.00	0.00	601.17	601.17	601.17
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT						
Account Category: Assets						
Department: 00-000						
14-00-000-11110	CHECKING - PWSB/BMO GENERAL		142,405.69	98,160.71	98,160.71	240,566.40
14-00-000-11740	INVESTMENTS - DPW TRUCK		140,873.67	25,612.11	25,612.11	166,485.78
14-00-000-12100	TAXES RECEIVABLE		157,838.02	(157,838.02)	(157,838.02)	0.00
14-00-000-12600	SPECIAL ASSESS RECEIVABLE		48,631.07	0.00	0.00	48,631.07
14-00-000-16230	DEFERRED EXPENDITURE		3,086.00	(3,086.00)	(3,086.00)	0.00
Total Department 00-000:			492,834.45	(37,151.20)	(37,151.20)	455,683.25
Assets			492,834.45	(37,151.20)	(37,151.20)	455,683.25
Account Category: Liabilities						
Department: 00-000						

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT							
Account Category: Liabilities							
Department: 00-000							
14-00-000-21110	ACCOUNTS PAYABLE		29,764.95	(13,833.75)	(13,833.75)		15,931.20
14-00-000-26110	DEFERRED REVENUES		120,000.00	(120,000.00)	(120,000.00)		0.00
14-00-000-26200	DEFERRED REVENUE ON SPEC ASSES		86,469.09	(37,838.02)	(37,838.02)		48,631.07
Total Department 00-000:			236,234.04	(171,671.77)	(171,671.77)		64,562.27
Liabilities			236,234.04	(171,671.77)	(171,671.77)		64,562.27
Account Category: Fund Equity							
Department: 00-000							
14-00-000-33900	UNAPPROPRIATED		254,243.02	0.00	0.00		254,243.02
Total Department 00-000:			254,243.02	0.00	0.00		254,243.02
Fund Equity			254,243.02	0.00	0.00		254,243.02
Account Category: Revenues							
Department: 13-012 UNCLASSIFIED							
14-13-012-42100	SPECIAL ASSESSMENT COLLECTED	28,030.00	0.00	35,696.28	35,696.28		35,696.28
Total Department 13-012:		28,030.00	0.00	35,696.28	35,696.28		35,696.28
Department: 13-013 INTEREST INCOME							
14-13-013-48100	INVESTMENT INTEREST	6,682.00	0.00	2,753.85	2,753.85		2,753.85
Total Department 13-013:		6,682.00	0.00	2,753.85	2,753.85		2,753.85
Department: 13-019 CAPITAL IMPROVEMENT FUND							
14-13-019-41000	GENERAL OPERATIONS	120,000.00	0.00	120,000.00	120,000.00		120,000.00
14-13-019-49300	FUND BALANCE APPLIED	272,270.00	0.00	0.00	0.00		0.00
Total Department 13-019:		392,270.00	0.00	120,000.00	120,000.00		120,000.00
Department: 13-554 UNCLASSIFIED							
14-13-554-49220	TRANSFER FROM OTHER FUNDS	1,306,767.00	0.00	0.00	0.00		0.00
Total Department 13-554:		1,306,767.00	0.00	0.00	0.00		0.00
Revenues		1,733,749.00	0.00	158,450.13	158,450.13		158,450.13
Account Category: Expenditures							
Department: 14-554 UNCLASSIFIED							
14-14-554-57705	DPW YARD REMEDIATION	45,000.00	0.00	0.00	0.00		0.00
14-14-554-57707	VILLAGE PARK IMPROVEMENTS	350,000.00	0.00	0.00	0.00		0.00
14-14-554-57710	CONTINGENCY	1,693.00	0.00	0.00	0.00		0.00
14-14-554-57722	PIGEON CREEK RESTORATION PHASE 2	686,767.00	0.00	558.56	558.56		558.56
14-14-554-57763	PUBLIC PARKING RESERVE	125,000.00	0.00	0.00	0.00		0.00
Total Department 14-554:		1,208,460.00	0.00	558.56	558.56		558.56
Department: 16-511 VILLAGE ADMINISTRATION							
14-16-511-54499	OTHER	3,300.00	0.00	0.00	0.00		0.00
Total Department 16-511:		3,300.00	0.00	0.00	0.00		0.00
Department: 16-521 POLICE DEPARTMENT							
14-16-521-54401	VEHICLES	25,000.00	0.00	0.00	0.00		0.00
14-16-521-54402	EQUIPMENT	15,704.00	0.00	3,086.00	3,086.00		3,086.00
Total Department 16-521:		40,704.00	0.00	3,086.00	3,086.00		3,086.00
Department: 16-522 FIRE DEPARTMENT							

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Balance As of 01/31/2025

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Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT						
Account Category: Expenditures						
Department: 16-522 FIRE DEPARTMENT						
14-16-522-54499	OTHER	20,285.00	0.00	20,285.00	20,285.00	20,285.00
Total Department 16-522:		20,285.00	0.00	20,285.00	20,285.00	20,285.00
Department: 16-541 PUBLIC WORKS - STREET						
14-16-541-54401	VEHICLES	25,000.00	0.00	0.00	0.00	0.00
14-16-541-54499	OTHER	20,000.00	0.00	0.00	0.00	0.00
Total Department 16-541:		45,000.00	0.00	0.00	0.00	0.00
Department: 16-542 PARK						
14-16-542-54499	OTHER	416,000.00	0.00	0.00	0.00	0.00
Total Department 16-542:		416,000.00	0.00	0.00	0.00	0.00
Expenditures		1,733,749.00	0.00	23,929.56	23,929.56	23,929.56
Fund: 19 STORM WATER MANAGEMENT						
Account Category: Assets						
Department: 00-000						
19-00-000-11110	CHECKING - PWSB/BMO GENERAL		(67,649.31)	50,114.87	50,114.87	(17,534.44)
19-00-000-12100	TAXES RECEIVABLE		52,000.00	(52,000.00)	(52,000.00)	0.00
19-00-000-13100	ACCOUNTS RECEIVABLE		25,000.00	0.00	0.00	25,000.00
19-00-000-16230	DEFERRED EXPENDITURE		409.99	(409.99)	(409.99)	0.00
Total Department 00-000:			9,760.68	(2,295.12)	(2,295.12)	7,465.56
Assets			9,760.68	(2,295.12)	(2,295.12)	7,465.56
Account Category: Liabilities						
Department: 00-000						
19-00-000-21110	ACCOUNTS PAYABLE		2,396.73	(146.73)	(146.73)	2,250.00
19-00-000-21700	ACCRUED PAYROLL		712.07	(712.07)	(712.07)	0.00
19-00-000-26110	DEFERRED REVENUES		52,000.00	(52,000.00)	(52,000.00)	0.00
Total Department 00-000:			55,108.80	(52,858.80)	(52,858.80)	2,250.00
Liabilities			55,108.80	(52,858.80)	(52,858.80)	2,250.00
Account Category: Fund Equity						
Department: 00-000						
19-00-000-33900	UNAPPROPRIATED		(31,675.58)	0.00	0.00	(31,675.58)
Total Department 00-000:			(31,675.58)	0.00	0.00	(31,675.58)
Fund Equity			(31,675.58)	0.00	0.00	(31,675.58)
Account Category: Revenues						
Department: 13-019 CAPITAL IMPROVEMENT FUND						
19-13-019-43510	GRANTS AND AIDS	638,767.00	0.00	0.00	0.00	0.00
Total Department 13-019:		638,767.00	0.00	0.00	0.00	0.00
Department: 18-023 STORM WATER MANAGEMENT						
19-18-023-41000	GENERAL OPERATIONS	52,000.00	0.00	52,000.00	52,000.00	52,000.00
Total Department 18-023:		52,000.00	0.00	52,000.00	52,000.00	52,000.00
Revenues		690,767.00	0.00	52,000.00	52,000.00	52,000.00
Account Category: Expenditures						

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

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Fund: 19 STORM WATER MANAGEMENT						
Account Category: Expenditures						
Department: 18-023 STORM WATER MANAGEMENT						
19-18-023-57790	TRANSFERS TO OTHER FUNDS	686,767.00	0.00	0.00	0.00	0.00
Total Department 18-023:		686,767.00	0.00	0.00	0.00	0.00
Department: 18-541 PUBLIC WORKS - STREET						
19-18-541-51100	SALARIES & WAGES	13,758.00	0.00	330.41	330.41	330.41
19-18-541-51101	OVERTIME	12.00	0.00	0.00	0.00	0.00
19-18-541-51199	FRINGE BENEFITS	6,920.00	0.00	937.71	937.71	937.71
19-18-541-52209	ENGINEERING SERVICES	15,000.00	0.00	0.00	0.00	0.00
19-18-541-52237	WORKER S COMPENSATION	500.00	0.00	0.00	0.00	0.00
19-18-541-52243	ALL OTHER INSURANCE	500.00	0.00	0.00	0.00	0.00
19-18-541-52252	JOINT NR-216 PERMIT	500.00	0.00	0.00	0.00	0.00
19-18-541-52255	PIGEON CREEK MAINTENANCE	5,000.00	0.00	0.00	0.00	0.00
19-18-541-52257	MAINTENANCE & REPAIRS	1,500.00	0.00	168.20	168.20	168.20
Total Department 18-541:		43,690.00	0.00	1,436.32	1,436.32	1,436.32
Expenditures		730,457.00	0.00	1,436.32	1,436.32	1,436.32
Fund: 21 SEWER UTILITY						
Account Category: Assets						
Department: 00-000						
21-00-000-11110	CHECKING - PWSB/BMO GENERAL		(208,412.64)	(405,326.97)	(405,326.97)	(613,739.61)
21-00-000-11140	SAVINGS - PWBS/HARRIS		43,720.73	100,430.80	100,430.80	144,151.53
21-00-000-11510	SEWER EQUIPMENT REPLACEMENT FD		302,142.93	18,225.46	18,225.46	320,368.39
21-00-000-11710	INVESTMENTS		757,845.00	4.39	4.39	757,849.39
21-00-000-12100	TAXES RECEIVABLE		36,592.87	(36,592.87)	(36,592.87)	0.00
21-00-000-13100	ACCOUNTS RECEIVABLE		366,515.16	(190,383.00)	(190,383.00)	176,132.16
21-00-000-15100	DUE FROM GENERAL FUND		68.72	0.00	0.00	68.72
21-00-000-16210	DEFERRED OUTFLOW		56,136.00	0.00	0.00	56,136.00
21-00-000-16230	DEFERRED EXPENDITURE		11,272.85	688.07	688.07	11,960.92
21-00-000-18190	INTANGIBLE ASSET (GIS SYSTEM)		100,618.23	0.00	0.00	100,618.23
21-00-000-18313	COLLECTING SEWERS		3,369,007.34	0.00	0.00	3,369,007.34
21-00-000-18314	INTERCEPTOR MAIN		2,873,897.57	0.00	0.00	2,873,897.57
21-00-000-18321	STRUCTURES & IMPROVEMENT		755,270.14	0.00	0.00	755,270.14
21-00-000-18323	ELECTRIC PUMPING EQUIPMENT		754,896.06	0.00	0.00	754,896.06
21-00-000-18572	OFFICE EQUIPMENT		78,049.78	0.00	0.00	78,049.78
21-00-000-18573	VEHICLES		49,192.99	0.00	0.00	49,192.99
21-00-000-18700	CONSTRUCTION IN PROGRESS		102,111.35	0.00	0.00	102,111.35
21-00-000-18900	ACCUMULATED DEPRECIATION		(2,845,567.79)	0.00	0.00	(2,845,567.79)
Total Department 00-000:			6,603,357.29	(512,954.12)	(512,954.12)	6,090,403.17
Assets			6,603,357.29	(512,954.12)	(512,954.12)	6,090,403.17
Account Category: Liabilities						
Department: 00-000						
21-00-000-21110	ACCOUNTS PAYABLE		82,580.25	(68,682.25)	(68,682.25)	13,898.00
21-00-000-21700	ACCRUED PAYROLL		2,914.12	(2,914.12)	(2,914.12)	0.00
21-00-000-29630	DEFERRED INFLOW		27,030.00	0.00	0.00	27,030.00
21-00-000-29640	NET PENSION LIABILITY		7,944.00	0.00	0.00	7,944.00
Total Department 00-000:			120,468.37	(71,596.37)	(71,596.37)	48,872.00
Liabilities			120,468.37	(71,596.37)	(71,596.37)	48,872.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 21 SEWER UTILITY							
Account Category: Fund Equity							
Department: 00-000							
21-00-000-31100	CAPITAL PAID-IN BY MUNICIPAL		782,407.87	0.00		0.00	782,407.87
21-00-000-31110	CONTRIBU. IN AID OF CONSTRUCT.		2,511,545.13	0.00		0.00	2,511,545.13
21-00-000-33110	SEWER EQUIP. REPLACEMENT RES		286,950.20	0.00		0.00	286,950.20
21-00-000-33900	UNAPPROPRIATED		2,798,718.89	0.00		0.00	2,798,718.89
Total Department 00-000:			6,379,622.09	0.00		0.00	6,379,622.09
Fund Equity			6,379,622.09	0.00		0.00	6,379,622.09
Account Category: Revenues							
Department: 46-016 SEWER							
21-46-016-46410	SEWER SERVICE CHARGE	1,159,353.00	0.00	172.00		172.00	172.00
21-46-016-46412	SEWER CONNECTION FEE	15,050.00	0.00	0.00		0.00	0.00
21-46-016-46415	SEWER SERVICE PENALTY	11,500.00	0.00	1,272.67		1,272.67	1,272.67
21-46-016-48101	INTEREST ON REVENUES	25,000.00	0.00	3,833.90		3,833.90	3,833.90
21-46-016-49300	FUND BALANCE APPLIED	225,000.00	0.00	0.00		0.00	0.00
Total Department 46-016:		1,435,903.00	0.00	5,278.57		5,278.57	5,278.57
Revenues		1,435,903.00	0.00	5,278.57		5,278.57	5,278.57
Account Category: Expenditures							
Department: 02-610 SEWER							
21-02-610-52237	WORKER S COMPENSATION	3,500.00	0.00	0.00		0.00	0.00
21-02-610-52242	BUSINESS PROPERTY	1,800.00	0.00	0.00		0.00	0.00
21-02-610-52243	ALL OTHER INSURANCE	13,500.00	0.00	0.00		0.00	0.00
Total Department 02-610:		18,800.00	0.00	0.00		0.00	0.00
Department: 05-610 SEWER							
21-05-610-51100	SALARIES & WAGES	117,539.00	0.00	6,743.16		6,743.16	6,743.16
21-05-610-51101	OVERTIME	208.00	0.00	0.00		0.00	0.00
21-05-610-51199	FRINGE BENEFITS	60,415.00	0.00	8,954.05		8,954.05	8,954.05
21-05-610-52200	PRINTING & PUBLISHING	600.00	0.00	0.00		0.00	0.00
21-05-610-52201	POSTAGE	3,500.00	0.00	0.00		0.00	0.00
21-05-610-52202	DUES & SUBSCRIPTIONS	300.00	0.00	0.00		0.00	0.00
21-05-610-52203	TRAINING & MEETINGS	200.00	0.00	0.00		0.00	0.00
21-05-610-52204	TRANSPORTATION	500.00	0.00	0.00		0.00	0.00
21-05-610-52207	LEGAL COUNSEL	500.00	0.00	0.00		0.00	0.00
21-05-610-52209	ENGINEERING SERVICES	20,000.00	0.00	0.00		0.00	0.00
21-05-610-52210	DATA PROCESSING	8,000.00	0.00	2,850.00		2,850.00	2,850.00
21-05-610-52223	RADIO MAINTENANCE	200.00	0.00	0.00		0.00	0.00
21-05-610-52248	SEWER REPAIR/MAINTENANCE	65,000.00	0.00	0.00		0.00	0.00
21-05-610-52249	SEWER CHARGE - GENERAL	40,000.00	0.00	0.00		0.00	0.00
21-05-610-52250	SEWER CLEANING	17,000.00	0.00	0.00		0.00	0.00
21-05-610-52251	BUILDING REPAIRS	5,000.00	0.00	0.00		0.00	0.00
21-05-610-52253	AUDIT	3,900.00	0.00	0.00		0.00	0.00
21-05-610-53300	OFFICE SUPPLIES	1,250.00	0.00	296.59		296.59	296.59
21-05-610-53303	TELEPHONE	3,500.00	0.00	60.91		60.91	60.91
21-05-610-53304	ELECTRICITY	17,500.00	0.00	0.00		0.00	0.00
21-05-610-53305	HEAT	200.00	0.00	0.00		0.00	0.00
21-05-610-53308	BUILDING SUPPLIES	2,000.00	0.00	0.00		0.00	0.00
21-05-610-53329	CLOTHING	1,000.00	0.00	0.00		0.00	0.00
21-05-610-53330	REPAIR PARTS/EQUIPMENT	1,000.00	0.00	0.00		0.00	0.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Normal (Abnormal)
Fund: 21 SEWER UTILITY						
Account Category: Expenditures						
Department: 05-610 SEWER						
21-05-610-53345	CHEMICALS	600.00	0.00	0.00	0.00	0.00
21-05-610-53399	MISCELLANEOUS	1,000.00	0.00	0.00	0.00	0.00
21-05-610-54400	OFFICE EQUIPMENT	1,000.00	0.00	0.00	0.00	0.00
21-05-610-54499	OTHER	241,000.00	0.00	7,942.61	7,942.61	7,942.61
Total Department 05-610:		612,912.00	0.00	26,847.32	26,847.32	26,847.32
Department: 06-610 SEWER						
21-06-610-58500	DEPRECIATION	95,000.00	0.00	0.00	0.00	0.00
21-06-610-58510	REPLACEMENT FUND	17,000.00	0.00	0.00	0.00	0.00
Total Department 06-610:		112,000.00	0.00	0.00	0.00	0.00
Department: 07-610 SEWER						
21-07-610-59640	MMSD PAYMENT	415,877.00	0.00	419,789.00	419,789.00	419,789.00
21-07-610-59650	MMSD O/M	276,314.00	0.00	0.00	0.00	0.00
Total Department 07-610:		692,191.00	0.00	419,789.00	419,789.00	419,789.00
Expenditures		1,435,903.00	0.00	446,636.32	446,636.32	446,636.32
Fund: 42 TAX INCREMENT DISTRICT #2						
Account Category: Assets						
Department: 00-000						
42-00-000-11110	CHECKING - PWSB/BMO GENERAL		(797,872.60)	(12,778.06)	(12,778.06)	(810,650.66)
42-00-000-11185	TIF #2 DEBT SERVICE RESERVE		311,359.81	1,160.15	1,160.15	312,519.96
42-00-000-13100	ACCOUNTS RECEIVABLE		4,781.44	0.00	0.00	4,781.44
42-00-000-16230	DEFERRED EXPENDITURE		825.09	(825.09)	(825.09)	0.00
Total Department 00-000:			(480,906.26)	(12,443.00)	(12,443.00)	(493,349.26)
Assets			(480,906.26)	(12,443.00)	(12,443.00)	(493,349.26)
Account Category: Liabilities						
Department: 00-000						
42-00-000-21110	ACCOUNTS PAYABLE		11,794.42	(8,751.37)	(8,751.37)	3,043.05
42-00-000-21700	ACCRUED PAYROLL		1,262.02	(1,262.02)	(1,262.02)	0.00
Total Department 00-000:			13,056.44	(10,013.39)	(10,013.39)	3,043.05
Liabilities			13,056.44	(10,013.39)	(10,013.39)	3,043.05
Account Category: Fund Equity						
Department: 00-000						
42-00-000-33900	UNAPPROPRIATED		(23,148.91)	0.00	0.00	(23,148.91)
42-00-000-34220	RESTRICTED FOR DEBT SERVICE		337,699.81	0.00	0.00	337,699.81
Total Department 00-000:			314,550.90	0.00	0.00	314,550.90
Fund Equity			314,550.90	0.00	0.00	314,550.90
Account Category: Revenues						
Department: 44-013 INTEREST INCOME						
42-44-013-48100	INVESTMENT INTEREST	12,000.00	0.00	1,160.15	1,160.15	1,160.15
Total Department 44-013:		12,000.00	0.00	1,160.15	1,160.15	1,160.15
Department: 45-015 OTHER INCOME						
42-45-015-49210	TRANSFER FROM GENERAL FUND	329,930.00	0.00	0.00	0.00	0.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 42 TAX INCREMENT DISTRICT #2							
Account Category: Revenues							
Department: 45-015 OTHER INCOME							
Total Department 45-015:		329,930.00	0.00	0.00		0.00	0.00
Revenues		341,930.00	0.00	1,160.15		1,160.15	1,160.15
Account Category: Expenditures							
Department: 10-042 TAX INCREMENT DISTRICT #2							
42-10-042-51100	SALARIES & WAGES	32,550.00	0.00	1,553.54		1,553.54	1,553.54
42-10-042-51199	FRINGE BENEFITS	14,911.00	0.00	1,964.22		1,964.22	1,964.22
42-10-042-54200	PRINTING & PUBLISHING	350.00	0.00	0.00		0.00	0.00
42-10-042-54205	PLANNER SERVICES	10,000.00	0.00	0.00		0.00	0.00
42-10-042-54206	AUDIT	5,500.00	0.00	0.00		0.00	0.00
42-10-042-54207	LEGAL COUNSEL	1,000.00	0.00	72.00		72.00	72.00
42-10-042-54245	ADMINISTRATIVE/SECRETARIAL	150.00	0.00	0.00		0.00	0.00
42-10-042-54290	CONSULTANTS	5,000.00	0.00	0.00		0.00	0.00
42-10-042-56610	PRINCIPAL	195,000.00	0.00	0.00		0.00	0.00
42-10-042-56620	INTEREST	134,930.00	0.00	0.00		0.00	0.00
42-10-042-56625	BOND FEES	850.00	0.00	0.00		0.00	0.00
Total Department 10-042:		400,241.00	0.00	3,589.76		3,589.76	3,589.76
Expenditures		400,241.00	0.00	3,589.76		3,589.76	3,589.76
Fund: 80 TAX COLLECTION FUND							
Account Category: Assets							
Department: 00-000							
80-00-000-11110	CHECKING - PWSB/BMO GENERAL		2,792,054.79	(1,990,415.28)		(1,990,415.28)	801,639.51
80-00-000-11120	TAX ACCOUNT (PWSB)		0.00	180,432.99		180,432.99	180,432.99
80-00-000-12000	CURRENT YEAR TAX ROLL		7,313,553.89	(5,398,889.23)		(5,398,889.23)	1,914,664.66
Total Department 00-000:			10,105,608.68	(7,208,871.52)		(7,208,871.52)	2,896,737.16
Assets			10,105,608.68	(7,208,871.52)		(7,208,871.52)	2,896,737.16
Account Category: Liabilities							
Department: 00-000							
80-00-000-21110	ACCOUNTS PAYABLE		4,125.79	(4,125.79)		(4,125.79)	0.00
80-00-000-24310	DUE TO OZAUKEE COUNTY		649,351.31	(247,742.74)		(247,742.74)	401,608.57
80-00-000-24610	DUE TO M-T SCHOOL DISTRICT		3,618,805.29	(1,380,659.04)		(1,380,659.04)	2,238,146.25
80-00-000-24620	DUE TO MATC		415,508.61	(158,526.27)		(158,526.27)	256,982.34
80-00-000-25100	DUE TO GENERAL FUND		2,379,731.40	(2,379,731.40)		(2,379,731.40)	0.00
80-00-000-25230	DUE TO STORMWATER FUND		52,000.00	(52,000.00)		(52,000.00)	0.00
80-00-000-25400	DUE TO CPF		157,838.02	(157,838.02)		(157,838.02)	0.00
80-00-000-25600	DUE TO SEWER FUND		36,592.87	(36,592.87)		(36,592.87)	0.00
80-00-000-26100	ADVANCE TAX COLLECTIONS		2,791,655.39	(2,791,655.39)		(2,791,655.39)	0.00
Total Department 00-000:			10,105,608.68	(7,208,871.52)		(7,208,871.52)	2,896,737.16
Liabilities			10,105,608.68	(7,208,871.52)		(7,208,871.52)	2,896,737.16

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 01 GENERAL FUND							
Account Category: Assets							
Department: 00-000							
01-00-000-11110	CHECKING - PWSB/BMO GENERAL		(1,728,305.47)	2,291,449.03	2,291,449.03		563,143.56
01-00-000-11113	FLEX-BANCORP		2,500.00	0.00	0.00		2,500.00
01-00-000-11120	TAX ACCOUNT (PWSB)		141.82	399.54	399.54		541.36
01-00-000-11155	PORT WASHINGTON STATE BANK/CD		500,000.00	0.00	0.00		500,000.00
01-00-000-11710	INVESTMENTS		2,784,321.69	(165,336.12)	(165,336.12)		2,618,985.57
01-00-000-11800	PETTY CASH		500.00	0.00	0.00		500.00
01-00-000-12100	TAXES RECEIVABLE		2,379,732.00	(2,379,731.40)	(2,379,731.40)		0.60
01-00-000-12320	DELINQUENT PERSONAL PROPERTY		5,830.32	0.00	0.00		5,830.32
01-00-000-12321	DEL. SWR. BILLS DUE FROM CTY.		1,410.68	0.00	0.00		1,410.68
01-00-000-13100	ACCOUNTS RECEIVABLE		18,798.46	(2,133.25)	(2,133.25)		16,665.21
01-00-000-13210	LEASE RECEIVABLE - TOWERCO		853,521.00	0.00	0.00		853,521.00
01-00-000-16160	GASOLINE INVENTORY		3,100.00	0.00	0.00		3,100.00
01-00-000-16210	DEFERRED OUTFLOW		159,993.86	0.00	0.00		159,993.86
01-00-000-16230	DEFERRED EXPENDITURE		56,136.60	(55,472.40)	(55,472.40)		664.20
01-00-000-18100	INTANGIBLE ASSETS		9,408.00	0.00	0.00		9,408.00
01-00-000-18210	LAND		416,177.00	0.00	0.00		416,177.00
01-00-000-18215	EASEMENTS		12,925.00	0.00	0.00		12,925.00
01-00-000-18299	LAND HELD FOR RESALE		925,100.00	0.00	0.00		925,100.00
01-00-000-18300	BUILDINGS		1,332,331.00	0.00	0.00		1,332,331.00
01-00-000-18400	IMPROVEMENTS OTHER THAN BLDG		1,214,458.00	0.00	0.00		1,214,458.00
01-00-000-18500	MACHINERY AND EQUIPMENT		1,028,469.00	0.00	0.00		1,028,469.00
01-00-000-18550	FURNITURE AND FIXTURES		26,031.00	0.00	0.00		26,031.00
01-00-000-18790	CONSTRUCTION IN PROGRESS		798,889.00	0.00	0.00		798,889.00
01-00-000-18800	MUSEUM ITEM - FIRE TRUCK		47,197.00	0.00	0.00		47,197.00
01-00-000-18810	INFRASTRUCTURE		3,277,613.00	0.00	0.00		3,277,613.00
01-00-000-18820	STORMWATER INFRASTRUCTURE		4,276,686.00	0.00	0.00		4,276,686.00
Total Department 00-000:			18,402,964.96	(310,824.60)	(310,824.60)		18,092,140.36
Assets			18,402,964.96	(310,824.60)	(310,824.60)		18,092,140.36
Account Category: Liabilities							
Department: 00-000							
01-00-000-21110	ACCOUNTS PAYABLE		54,237.25	(24,434.66)	(24,434.66)		29,802.59
01-00-000-21520	WI RETIREMENT		0.00	7,673.65	7,673.65		7,673.65
01-00-000-21530	HEALTH INSURANCE WITHHOLDING		0.00	2,050.78	2,050.78		2,050.78
01-00-000-21531	DENTAL INSURANCE WITHHOLDING		0.00	(105.42)	(105.42)		(105.42)
01-00-000-21532	VISION INSURANCE WITHHOLDING		0.00	(180.74)	(180.74)		(180.74)
01-00-000-21533	LIFE INSURANCE WITHHOLDING		0.00	347.28	347.28		347.28
01-00-000-21534	ACCIDENTAL INS WITHHOLDING		0.00	(3.76)	(3.76)		(3.76)
01-00-000-21590	FLEX BENEFIT		12,104.58	(1,429.02)	(1,429.02)		10,675.56
01-00-000-21700	ACCRUED PAYROLL		33,305.83	(33,305.83)	(33,305.83)		0.00
01-00-000-23160	DEPOSIT-DEVELP. APPLICATION		2,375.59	0.00	0.00		2,375.59
01-00-000-23165	REFUNDS - PARK DEPOSIT		700.00	100.00	100.00		800.00
01-00-000-23166	SOFTBALL ASSOC. PARK DEPOSIT		1,000.00	0.00	0.00		1,000.00
01-00-000-23170	MISCELLANEOUS REFUNDS		4,100.00	0.00	0.00		4,100.00
01-00-000-26110	DEFERRED REVENUES		2,384,768.01	(2,379,731.40)	(2,379,731.40)		5,036.61
01-00-000-26120	UNEARNED LEASE REVENUE - TOWER		853,521.00	0.00	0.00		853,521.00
01-00-000-29620	ACCRUED COMPENSATORY TIME		159,993.86	0.00	0.00		159,993.86
Total Department 00-000:			3,506,106.12	(2,429,019.12)	(2,429,019.12)		1,077,087.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 01 GENERAL FUND							
Account Category: Liabilities							
Liabilities			3,506,106.12	(2,429,019.12)	(2,429,019.12)		1,077,087.00
Account Category: Fund Equity							
Department: 00-000							
01-00-000-32000	INVESTMENTS IN FIXED ASSETS		13,365,284.00	0.00	0.00		13,365,284.00
01-00-000-33900	UNAPPROPRIATED		201,213.00	0.00	0.00		201,213.00
01-00-000-34110	RESERVED/DELINQUENT PERS PROP		4,893.29	0.00	0.00		4,893.29
01-00-000-34111	RESERVED/DELINQUENT SEWER BILL		4,647.87	0.00	0.00		4,647.87
01-00-000-34112	DESIGNATED/COMPENSATED ABSENCE		159,993.86	0.00	0.00		159,993.86
01-00-000-34113	RESERVED/PARK DEDICATION FEE		4,500.00	0.00	0.00		4,500.00
01-00-000-34120	RESERVED/INVENTORIES		3,100.00	0.00	0.00		3,100.00
01-00-000-34160	TPD DONATIONS		18,400.89	0.00	0.00		18,400.89
01-00-000-34210	APPROP.-CORPORATE RESERVES		598,000.00	0.00	0.00		598,000.00
01-00-000-34212	APPROPRIATED-WRKG CAPITAL		481,951.00	0.00	0.00		481,951.00
Total Department 00-000:			14,841,983.91	0.00	0.00		14,841,983.91
Fund Equity							
			14,841,983.91	0.00	0.00		14,841,983.91
Account Category: Revenues							
Department: 40-001 LOCAL PROPERTY TAXES							
01-40-001-41000	GENERAL OPERATIONS	2,379,732.00	0.00	2,379,732.00	2,379,732.00		2,379,732.00
Total Department 40-001:		2,379,732.00	0.00	2,379,732.00	2,379,732.00		2,379,732.00
Department: 41-002 SHARED REVENUES							
01-41-002-43410	STATE SHARED REVENUE	164,952.00	0.00	0.00	0.00		0.00
Total Department 41-002:		164,952.00	0.00	0.00	0.00		0.00
Department: 41-003 GRANTS & AIDS							
01-41-003-43420	FIRE INSURANCE DUES	18,915.00	0.00	0.00	0.00		0.00
01-41-003-43430	EXEMPT COMPUTER AID	4,179.00	0.00	0.00	0.00		0.00
01-41-003-43440	LOCAL TRANSPORTATION AIDS	202,665.00	0.00	50,622.08	50,622.08		50,622.08
01-41-003-43450	VIDEO SERVICE PROVIDER AIDS	9,471.00	0.00	0.00	0.00		0.00
01-41-003-43520	LAW ENFORCEMENT GRANT	1,120.00	0.00	0.00	0.00		0.00
01-41-003-43560	RECYCLING GRANT	9,530.00	0.00	0.00	0.00		0.00
Total Department 41-003:		245,880.00	0.00	50,622.08	50,622.08		50,622.08
Department: 41-007 OTHER							
01-41-007-47311	OTHER SVCS TO OTHER LOCAL GOVT	15,000.00	0.00	0.00	0.00		0.00
Total Department 41-007:		15,000.00	0.00	0.00	0.00		0.00
Department: 41-011 PARK & RECREATION							
01-41-011-47310	FISCAL AGENT FEES - LIBRARY	8,500.00	0.00	2,125.00	2,125.00		2,125.00
Total Department 41-011:		8,500.00	0.00	2,125.00	2,125.00		2,125.00
Department: 42-004 LICENSES							
01-42-004-44110	LIQUOR & MALT BEVERAGE	9,500.00	0.00	30.00	30.00		30.00
01-42-004-44120	CIGARETTE	200.00	0.00	0.00	0.00		0.00
01-42-004-44212	DOG	2,000.00	0.00	710.00	710.00		710.00
01-42-004-44214	CAT LICENSES	200.00	0.00	20.00	20.00		20.00
01-42-004-44415	SUNDRY	700.00	0.00	0.00	0.00		0.00
Total Department 42-004:		12,600.00	0.00	760.00	760.00		760.00
Department: 42-005 PERMITS							

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Normal (Abnormal)
Fund: 01 GENERAL FUND						
Account Category: Revenues						
Department: 42-005 PERMITS						
01-42-005-44320	BUILDING	50,000.00	0.00	3,472.08	3,472.08	3,472.08
01-42-005-44321	ELECTRICAL	15,000.00	0.00	585.90	585.90	585.90
01-42-005-44322	PLUMBING	15,000.00	0.00	495.00	495.00	495.00
01-42-005-44423	SUNDRY	2,500.00	0.00	0.00	0.00	0.00
Total Department 42-005:		82,500.00	0.00	4,552.98	4,552.98	4,552.98
Department: 42-006 FINES & FORFEITURES						
01-42-006-45110	COURT FINES	25,000.00	0.00	0.00	0.00	0.00
01-42-006-45130	PARKING FINES	15,000.00	0.00	785.00	785.00	785.00
Total Department 42-006:		40,000.00	0.00	785.00	785.00	785.00
Department: 42-007 OTHER						
01-42-007-44920	CABLE TV	19,000.00	0.00	0.00	0.00	0.00
01-42-007-48210	CELL TOWER LEASE	47,325.00	0.00	3,941.01	3,941.01	3,941.01
Total Department 42-007:		66,325.00	0.00	3,941.01	3,941.01	3,941.01
Department: 43-001 LOCAL PROPERTY TAXES						
01-43-001-46725	PARK LAND DEDICATION	3,000.00	0.00	0.00	0.00	0.00
Total Department 43-001:		3,000.00	0.00	0.00	0.00	0.00
Department: 43-008 GENERAL GOVERNMENT						
01-43-008-46100	GENERAL GOVERNMENT	10,000.00	0.00	27.75	27.75	27.75
01-43-008-46142	ASSESSMENT LETTERS	3,500.00	0.00	200.00	200.00	200.00
Total Department 43-008:		13,500.00	0.00	227.75	227.75	227.75
Department: 43-009 PROTECTION-PERSONS & PROPERTY						
01-43-009-46210	POLICE DEPARTMENT FEES	2,500.00	0.00	35.50	35.50	35.50
Total Department 43-009:		2,500.00	0.00	35.50	35.50	35.50
Department: 43-010 HEALTH & SANITATION						
01-43-010-46420	RECYCLING PROCEEDS	13,000.00	0.00	3,335.00	3,335.00	3,335.00
01-43-010-46421	DUMPSTER RENTAL	10,000.00	0.00	500.00	500.00	500.00
01-43-010-46422	ADDITIONAL TRASH CART FEE	1,000.00	0.00	400.00	400.00	400.00
01-43-010-46423	ADDITIONAL RECYCLING CART FEE	500.00	0.00	0.00	0.00	0.00
Total Department 43-010:		24,500.00	0.00	4,235.00	4,235.00	4,235.00
Department: 43-011 PARK & RECREATION						
01-43-011-46720	PARK FEES	9,000.00	0.00	(500.00)	(500.00)	(500.00)
01-43-011-46821	SOFTBALL ASSOCIATION PARK FEE	1,500.00	0.00	0.00	0.00	0.00
Total Department 43-011:		10,500.00	0.00	(500.00)	(500.00)	(500.00)
Department: 43-012 UNCLASSIFIED						
01-43-012-48000	MISCELLANEOUS	12,425.00	0.00	144.29	144.29	144.29
Total Department 43-012:		12,425.00	0.00	144.29	144.29	144.29
Department: 44-013 INTEREST INCOME						
01-44-013-48100	INVESTMENT INTEREST	100,000.00	0.00	11,866.96	11,866.96	11,866.96
Total Department 44-013:		100,000.00	0.00	11,866.96	11,866.96	11,866.96
Department: 45-015 OTHER INCOME						
01-45-015-47410	ADMIN. CHARGE TO SEWER UTILITY	40,000.00	0.00	0.00	0.00	0.00
01-45-015-48010	OTHER INCOME	25,000.00	0.00	0.00	0.00	0.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

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Fund: 01 GENERAL FUND							
Account Category: Revenues							
Department: 45-015 OTHER INCOME							
01-45-015-49300	FUND BALANCE APPLIED	150,000.00	0.00	0.00		0.00	0.00
01-45-015-49320	USE OF CORPORATE RESERVE	190,000.00	0.00	0.00		0.00	0.00
Total Department 45-015:		405,000.00	0.00	0.00		0.00	0.00
Revenues		3,586,914.00	0.00	2,458,527.57		2,458,527.57	2,458,527.57
Account Category: Expenditures							
Department: 01-510 VILLAGE REPRESENTATION							
01-01-510-51106	VILLAGE BOARD	20,000.00	0.00	0.00		0.00	0.00
01-01-510-51112	ELECTION WORKERS	3,000.00	0.00	0.00		0.00	0.00
01-01-510-51199	FRINGE BENEFITS	1,530.00	0.00	0.00		0.00	0.00
01-01-510-52200	PRINTING & PUBLISHING	7,000.00	0.00	154.88		154.88	154.88
01-01-510-52201	POSTAGE	3,500.00	0.00	621.40		621.40	621.40
01-01-510-52202	DUES & SUBSCRIPTIONS	3,500.00	0.00	2,702.59		2,702.59	2,702.59
01-01-510-52203	TRAINING & MEETINGS	1,000.00	0.00	0.00		0.00	0.00
01-01-510-52205	PLANNER SERVICES	9,500.00	0.00	0.00		0.00	0.00
01-01-510-52206	AUDIT	22,700.00	0.00	0.00		0.00	0.00
01-01-510-52207	LEGAL COUNSEL	11,500.00	0.00	90.00		90.00	90.00
01-01-510-52208	ASSESSOR	7,000.00	0.00	1,750.00		1,750.00	1,750.00
01-01-510-53302	ELECTION EXPENSE	3,000.00	0.00	1,018.30		1,018.30	1,018.30
01-01-510-53397	AWARDS PROGRAM	3,000.00	0.00	0.00		0.00	0.00
01-01-510-53399	MISCELLANEOUS	500.00	0.00	0.00		0.00	0.00
Total Department 01-510:		96,730.00	0.00	6,337.17		6,337.17	6,337.17
Department: 01-511 VILLAGE ADMINISTRATION							
01-01-511-51100	SALARIES & WAGES	88,065.00	0.00	4,549.49		4,549.49	4,549.49
01-01-511-51101	OVERTIME	200.00	0.00	0.00		0.00	0.00
01-01-511-51108	ADMINISTRATOR	62,700.00	0.00	2,108.99		2,108.99	2,108.99
01-01-511-51115	TRAVEL/TRAINING/SEMINARS	2,250.00	0.00	25.00		25.00	25.00
01-01-511-51195	ANNUITANT FRINGE	5,132.00	0.00	2,131.72		2,131.72	2,131.72
01-01-511-51196	ADMINISTRATOR FRINGE	28,413.00	0.00	5,948.13		5,948.13	5,948.13
01-01-511-51199	FRINGE BENEFITS	47,142.00	0.00	8,834.31		8,834.31	8,834.31
01-01-511-52202	DUES & SUBSCRIPTIONS	1,200.00	0.00	729.00		729.00	729.00
01-01-511-52203	TRAINING & MEETINGS	500.00	0.00	0.00		0.00	0.00
01-01-511-52209	ENGINEERING SERVICES	6,000.00	0.00	0.00		0.00	0.00
01-01-511-52210	DATA PROCESSING	5,000.00	0.00	4,682.53		4,682.53	4,682.53
01-01-511-52211	CODIFICATION	1,150.00	0.00	900.00		900.00	900.00
01-01-511-52213	OFFICE EQUIPMENT/MAINTENANCE	300.00	0.00	0.00		0.00	0.00
01-01-511-53300	OFFICE SUPPLIES	3,000.00	0.00	407.66		407.66	407.66
01-01-511-53303	TELEPHONE	3,000.00	0.00	533.84		533.84	533.84
01-01-511-53304	ELECTRICITY	16,500.00	0.00	0.00		0.00	0.00
01-01-511-53305	HEAT	7,000.00	0.00	0.00		0.00	0.00
01-01-511-53306	JANITOR SUPPLIES	1,500.00	0.00	0.00		0.00	0.00
01-01-511-53308	BUILDING SUPPLIES	18,000.00	0.00	308.63		308.63	308.63
01-01-511-53399	MISCELLANEOUS	250.00	0.00	181.12		181.12	181.12
Total Department 01-511:		297,302.00	0.00	31,340.42		31,340.42	31,340.42
Department: 01-522 FIRE DEPARTMENT							
01-01-522-52233	SOUTHERN OZAUKEE FIRE DEPT	291,614.00	0.00	68,178.50		68,178.50	68,178.50
Total Department 01-522:		291,614.00	0.00	68,178.50		68,178.50	68,178.50

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Fund: 01 GENERAL FUND							
Account Category: Expenditures							
Department: 01-551 LIBRARY							
01-01-551-52246	WEYENBERG LIBRARY	113,676.00	0.00	28,419.00	28,419.00	28,419.00	28,419.00
Total Department 01-551:		113,676.00	0.00	28,419.00	28,419.00	28,419.00	28,419.00
Department: 01-552 COMMUNITY SRO PROGRAM							
01-01-552-52235	COMMUNITY SRO PROGRAM	14,000.00	0.00	0.00	0.00	0.00	0.00
Total Department 01-552:		14,000.00	0.00	0.00	0.00	0.00	0.00
Department: 01-554 UNCLASSIFIED							
01-01-554-57710	CONTINGENCY	100,000.00	0.00	0.00	0.00	0.00	0.00
01-01-554-57715	FLEX BENEFIT	2,600.00	0.00	221.38	221.38	221.38	221.38
01-01-554-57730	UNEMPLOYMENT COMPENSATION	725.00	0.00	0.00	0.00	0.00	0.00
01-01-554-57735	THIENSVILLE BUSINESS ASSOC	5,000.00	0.00	5,000.00	5,000.00	5,000.00	5,000.00
01-01-554-57740	FAMILY SERVICE	2,000.00	0.00	2,000.00	2,000.00	2,000.00	2,000.00
01-01-554-57750	JULY 4TH ACTIVITY	4,000.00	0.00	4,000.00	4,000.00	4,000.00	4,000.00
01-01-554-57754	HISTORIC PRESERVATION	1,000.00	0.00	0.00	0.00	0.00	0.00
Total Department 01-554:		115,325.00	0.00	11,221.38	11,221.38	11,221.38	11,221.38
Department: 02-512 INSURANCE							
01-02-512-52237	WORKER S COMPENSATION	40,668.00	0.00	8,710.00	8,710.00	8,710.00	8,710.00
01-02-512-52238	GENERAL LIABILITY	0.00	0.00	12,742.00	12,742.00	12,742.00	12,742.00
01-02-512-52242	BUSINESS PROPERTY	14,039.00	0.00	14,497.00	14,497.00	14,497.00	14,497.00
01-02-512-52243	ALL OTHER INSURANCE	39,900.00	0.00	510.00	510.00	510.00	510.00
Total Department 02-512:		94,607.00	0.00	36,459.00	36,459.00	36,459.00	36,459.00
Department: 03-521 POLICE DEPARTMENT							
01-03-521-51100	SALARIES & WAGES	641,773.00	0.00	30,175.75	30,175.75	30,175.75	30,175.75
01-03-521-51101	OVERTIME	20,000.00	0.00	598.02	598.02	598.02	598.02
01-03-521-51104	EDUCATIONAL INCENTIVE	1,000.00	0.00	0.00	0.00	0.00	0.00
01-03-521-51105	HOLIDAY PAY	16,840.00	0.00	0.00	0.00	0.00	0.00
01-03-521-51109	DPW EQUIPMENT MAINTENANCE CALL	3,346.00	0.00	167.29	167.29	167.29	167.29
01-03-521-51113	POLICE CHIEF SALARY	103,500.00	0.00	5,174.99	5,174.99	5,174.99	5,174.99
01-03-521-51115	TRAVEL/TRAINING/SEMINARS	1,000.00	0.00	800.00	800.00	800.00	800.00
01-03-521-51197	POLICE CHIEF FRINGE	56,102.00	0.00	6,335.51	6,335.51	6,335.51	6,335.51
01-03-521-51199	FRINGE BENEFITS	394,703.00	0.00	42,064.74	42,064.74	42,064.74	42,064.74
01-03-521-52200	PRINTING & PUBLISHING	150.00	0.00	0.00	0.00	0.00	0.00
01-03-521-52201	POSTAGE	500.00	0.00	0.00	0.00	0.00	0.00
01-03-521-52202	DUES & SUBSCRIPTIONS	600.00	0.00	290.00	290.00	290.00	290.00
01-03-521-52213	OFFICE EQUIPMENT/MAINTENANCE	100.00	0.00	0.00	0.00	0.00	0.00
01-03-521-52215	TRAINING - POLICE	6,000.00	0.00	250.00	250.00	250.00	250.00
01-03-521-52216	ANIMAL BOARDING	200.00	0.00	20.00	20.00	20.00	20.00
01-03-521-52218	SPECIAL POLICE	2,000.00	0.00	1,000.00	1,000.00	1,000.00	1,000.00
01-03-521-52219	TELETYPE	1,500.00	0.00	269.25	269.25	269.25	269.25
01-03-521-52220	RADAR/SIREN MAINTENANCE	200.00	0.00	0.00	0.00	0.00	0.00
01-03-521-52221	JUVENILE PROGRAM	1,500.00	0.00	0.00	0.00	0.00	0.00
01-03-521-52222	EMERGENCY GOVERNMENT	2,000.00	0.00	669.59	669.59	669.59	669.59
01-03-521-52223	RADIO MAINTENANCE	500.00	0.00	0.00	0.00	0.00	0.00
01-03-521-53300	OFFICE SUPPLIES	1,000.00	0.00	102.80	102.80	102.80	102.80
01-03-521-53303	TELEPHONE	4,500.00	0.00	1,192.63	1,192.63	1,192.63	1,192.63
01-03-521-53307	SUPPLIES-COPY MACHINE	1,000.00	0.00	0.00	0.00	0.00	0.00
01-03-521-53310	FUEL	16,000.00	0.00	0.00	0.00	0.00	0.00

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Fund: 01 GENERAL FUND						
Account Category: Expenditures						
Department: 03-521 POLICE DEPARTMENT						
01-03-521-53312	UNIFORM ALLOWANCES	5,600.00	0.00	226.91	226.91	226.91
01-03-521-53313	PHOTO SUPPLIES	200.00	0.00	0.00	0.00	0.00
01-03-521-53314	INVESTIGATIONS	1,000.00	0.00	0.00	0.00	0.00
01-03-521-53315	TIRES	1,500.00	0.00	0.00	0.00	0.00
01-03-521-53316	REPAIRS & MAINTENANCE	2,500.00	0.00	43.35	43.35	43.35
01-03-521-53317	AMMUNITION	3,200.00	0.00	0.00	0.00	0.00
01-03-521-53350	BODY ARMOR/LEATHER GEAR	2,500.00	0.00	1,479.99	1,479.99	1,479.99
01-03-521-53398	OTHER SUPPLIES	1,500.00	0.00	22.58	22.58	22.58
01-03-521-55318	TECHNOLOGY SUPPLIES	1,000.00	0.00	392.95	392.95	392.95
Total Department 03-521:		1,295,014.00	0.00	91,276.35	91,276.35	91,276.35
Department: 03-522 FIRE DEPARTMENT						
01-03-522-53303	TELEPHONE	0.00	0.00	177.16	177.16	177.16
Total Department 03-522:		0.00	0.00	177.16	177.16	177.16
Department: 03-523 INSPECTION						
01-03-523-52272	BUILDING INSPECTION	31,500.00	0.00	0.00	0.00	0.00
01-03-523-52273	PLUMBING INSPECTION	6,500.00	0.00	0.00	0.00	0.00
01-03-523-52274	ELECTRICAL INSPECTION	7,500.00	0.00	0.00	0.00	0.00
Total Department 03-523:		45,500.00	0.00	0.00	0.00	0.00
Department: 04-541 PUBLIC WORKS - STREET						
01-04-541-51100	SALARIES & WAGES	295,260.00	0.00	14,409.92	14,409.92	14,409.92
01-04-541-51101	OVERTIME	762.00	0.00	0.00	0.00	0.00
01-04-541-51102	PART-TIME	7,125.00	0.00	0.00	0.00	0.00
01-04-541-51199	FRINGE BENEFITS	173,484.00	0.00	24,270.36	24,270.36	24,270.36
01-04-541-52203	TRAINING & MEETINGS	500.00	0.00	0.00	0.00	0.00
01-04-541-52223	RADIO MAINTENANCE	250.00	0.00	0.00	0.00	0.00
01-04-541-52227	STREET MAINTENANCE	25,000.00	0.00	183.98	183.98	183.98
01-04-541-52228	SANITARY LANDFILL	50,000.00	0.00	0.00	0.00	0.00
01-04-541-52266	RECYCLING	57,000.00	0.00	10,600.00	10,600.00	10,600.00
01-04-541-53300	OFFICE SUPPLIES	300.00	0.00	0.00	0.00	0.00
01-04-541-53303	TELEPHONE	3,900.00	0.00	338.84	338.84	338.84
01-04-541-53304	ELECTRICITY	5,000.00	0.00	0.00	0.00	0.00
01-04-541-53305	HEAT	6,250.00	0.00	0.00	0.00	0.00
01-04-541-53308	BUILDING SUPPLIES	3,000.00	0.00	49.99	49.99	49.99
01-04-541-53309	BUILDING REPAIRS	4,000.00	0.00	0.00	0.00	0.00
01-04-541-53310	FUEL	19,000.00	0.00	0.00	0.00	0.00
01-04-541-53323	PROTECTIVE GEAR	300.00	0.00	0.00	0.00	0.00
01-04-541-53329	CLOTHING	2,250.00	0.00	0.00	0.00	0.00
01-04-541-53330	REPAIR PARTS/EQUIPMENT	18,000.00	0.00	210.90	210.90	210.90
01-04-541-53332	NUTS & BOLTS	100.00	0.00	0.00	0.00	0.00
01-04-541-53333	TOOLS	1,000.00	0.00	0.00	0.00	0.00
01-04-541-53334	STREET SIGNS	4,000.00	0.00	0.00	0.00	0.00
01-04-541-53335	STREET LIGHTING	25,000.00	0.00	0.00	0.00	0.00
01-04-541-53337	SALT & ICE CONTROL	29,000.00	0.00	0.00	0.00	0.00
01-04-541-53338	TREE & BRUSH CONTROL	1,200.00	0.00	0.00	0.00	0.00
01-04-541-53357	DIGGERS HOT LINE	1,000.00	0.00	924.80	924.80	924.80
01-04-541-53399	MISCELLANEOUS	500.00	0.00	0.00	0.00	0.00
01-04-541-55318	TECHNOLOGY SUPPLIES	1,300.00	0.00	4,424.50	4,424.50	4,424.50

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 01 GENERAL FUND							
Account Category: Expenditures							
Department: 04-541 PUBLIC WORKS - STREET							
Total Department 04-541:		734,481.00	0.00	55,413.29		55,413.29	55,413.29
Department: 04-542 PARK							
01-04-542-51100	SALARIES & WAGES	74,124.00	0.00	4,128.99		4,128.99	4,128.99
01-04-542-51101	OVERTIME	250.00	0.00	0.00		0.00	0.00
01-04-542-51102	PART-TIME	7,875.00	0.00	0.00		0.00	0.00
01-04-542-51199	FRINGE BENEFITS	44,586.00	0.00	6,163.19		6,163.19	6,163.19
01-04-542-52230	REPAIRS & MAINTENANCE	18,000.00	0.00	283.31		283.31	283.31
01-04-542-52285	WEPCO LEASE	400.00	0.00	400.00		400.00	400.00
01-04-542-53304	ELECTRICITY	9,250.00	0.00	0.00		0.00	0.00
01-04-542-53305	HEAT	2,000.00	0.00	535.29		535.29	535.29
Total Department 04-542:		156,485.00	0.00	11,510.78		11,510.78	11,510.78
Department: 05-541 OLD VILLAGE HALL							
01-05-541-53304	ELECTRICITY	1,000.00	0.00	0.00		0.00	0.00
01-05-541-53305	HEAT	1,000.00	0.00	0.00		0.00	0.00
01-05-541-53308	BUILDING SUPPLIES	250.00	0.00	0.00		0.00	0.00
Total Department 05-541:		2,250.00	0.00	0.00		0.00	0.00
Department: 07-554 UNCLASSIFIED							
01-07-554-57790	TRANSFERS TO OTHER FUNDS	329,930.00	0.00	0.00		0.00	0.00
Total Department 07-554:		329,930.00	0.00	0.00		0.00	0.00
Expenditures		3,586,914.00	0.00	340,333.05		340,333.05	340,333.05
Fund: 07 PARK IMPROVEMENT FUND							
Account Category: Assets							
Department: 00-000							
07-00-000-11110	CHECKING - PWSB/BMO GENERAL		23,376.68	24,792.00		24,792.00	48,168.68
07-00-000-11520	PARK IMPROVEMENT FUND		287,003.29	1,127.64		1,127.64	288,130.93
07-00-000-13100	ACCOUNTS RECEIVABLE		35,000.00	(25,000.00)		(25,000.00)	10,000.00
Total Department 00-000:			345,379.97	919.64		919.64	346,299.61
Assets			345,379.97	919.64		919.64	346,299.61
Account Category: Liabilities							
Department: 00-000							
07-00-000-21110	ACCOUNTS PAYABLE		0.00	80.17		80.17	80.17
Total Department 00-000:			0.00	80.17		80.17	80.17
Liabilities			0.00	80.17		80.17	80.17
Account Category: Fund Equity							
Department: 00-000							
07-00-000-33900	UNAPPROPRIATED		(46,088.15)	0.00		0.00	(46,088.15)
07-00-000-34151	RESERVED/WATER FEATURE		238,097.00	0.00		0.00	238,097.00
07-00-000-34152	RESERVED/ICE SKATING		500.00	0.00		0.00	500.00
07-00-000-34153	RESERVED/PAVILION		2,000.00	0.00		0.00	2,000.00
07-00-000-34157	RESERVED/COURT SPORTS		27,000.00	0.00		0.00	27,000.00
Total Department 00-000:			221,508.85	0.00		0.00	221,508.85
Fund Equity			221,508.85	0.00		0.00	221,508.85

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 07 PARK IMPROVEMENT FUND							
Account Category: Revenues							
Department: 07-011 PARK & RECREATION							
07-07-011-49300	FUND BALANCE APPLIED	376,500.00	0.00	0.00		0.00	0.00
Total Department 07-011:		376,500.00	0.00	0.00		0.00	0.00
Department: 44-013 INTEREST INCOME							
07-44-013-48100	INVESTMENT INTEREST	5,000.00	0.00	1,127.64		1,127.64	1,127.64
Total Department 44-013:		5,000.00	0.00	1,127.64		1,127.64	1,127.64
Department: 45-011 PARK & RECREATION							
07-45-011-43510	GRANTS AND AIDS	208,000.00	0.00	0.00		0.00	0.00
07-45-011-46741	GALA TICKET SALES	20,000.00	0.00	0.00		0.00	0.00
07-45-011-46742	GALA SPONSORSHIPS	20,000.00	0.00	0.00		0.00	0.00
07-45-011-46743	GALA PROCEEDS	50,000.00	0.00	0.00		0.00	0.00
07-45-011-46750	DOG DAYS TICKET SALES	2,000.00	0.00	0.00		0.00	0.00
07-45-011-46751	DOG DAYS SPONSORSHIPS	1,000.00	0.00	0.00		0.00	0.00
07-45-011-46752	DOG DAYS PROCEEDS	1,500.00	0.00	238.00		238.00	238.00
07-45-011-48500	DONATION REVENUE	17,500.00	0.00	75.00		75.00	75.00
07-45-011-48550	GIVING TREE LEAVES	1,000.00	0.00	0.00		0.00	0.00
Total Department 45-011:		321,000.00	0.00	313.00		313.00	313.00
Revenues		702,500.00	0.00	1,440.64		1,440.64	1,440.64
Account Category: Expenditures							
Department: 07-542 PARK							
07-07-542-52200	PRINTING & PUBLISHING	500.00	0.00	80.17		80.17	80.17
07-07-542-52201	POSTAGE	500.00	0.00	0.00		0.00	0.00
07-07-542-52207	LEGAL COUNSEL	500.00	0.00	0.00		0.00	0.00
07-07-542-52209	ENGINEERING SERVICES	2,500.00	0.00	0.00		0.00	0.00
07-07-542-52291	ADVERTISING	2,500.00	0.00	0.00		0.00	0.00
07-07-542-57292	PARK GALA	60,000.00	0.00	0.00		0.00	0.00
07-07-542-57293	DOG DAYS OF WINTER	2,500.00	0.00	521.00		521.00	521.00
07-07-542-57720	MISCELLANEOUS	500.00	0.00	0.00		0.00	0.00
07-07-542-57771	GIVING TREE LEAVES	500.00	0.00	0.00		0.00	0.00
07-07-542-57790	TRANSFERS TO OTHER FUNDS	620,000.00	0.00	0.00		0.00	0.00
Total Department 07-542:		690,000.00	0.00	601.17		601.17	601.17
Expenditures		690,000.00	0.00	601.17		601.17	601.17
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT							
Account Category: Assets							
Department: 00-000							
14-00-000-11110	CHECKING - PWSB/BMO GENERAL		142,405.69	98,160.71		98,160.71	240,566.40
14-00-000-11740	INVESTMENTS - DPW TRUCK		140,873.67	25,612.11		25,612.11	166,485.78
14-00-000-12100	TAXES RECEIVABLE		157,838.02	(157,838.02)		(157,838.02)	0.00
14-00-000-12600	SPECIAL ASSESS RECEIVABLE		48,631.07	0.00		0.00	48,631.07
14-00-000-16230	DEFERRED EXPENDITURE		3,086.00	(3,086.00)		(3,086.00)	0.00
Total Department 00-000:			492,834.45	(37,151.20)		(37,151.20)	455,683.25
Assets			492,834.45	(37,151.20)		(37,151.20)	455,683.25
Account Category: Liabilities							
Department: 00-000							

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT							
Account Category: Liabilities							
Department: 00-000							
14-00-000-21110	ACCOUNTS PAYABLE		29,764.95	(13,833.75)	(13,833.75)		15,931.20
14-00-000-26110	DEFERRED REVENUES		120,000.00	(120,000.00)	(120,000.00)		0.00
14-00-000-26200	DEFERRED REVENUE ON SPEC ASSES		86,469.09	(37,838.02)	(37,838.02)		48,631.07
Total Department 00-000:			236,234.04	(171,671.77)	(171,671.77)		64,562.27
Liabilities			236,234.04	(171,671.77)	(171,671.77)		64,562.27
Account Category: Fund Equity							
Department: 00-000							
14-00-000-33900	UNAPPROPRIATED		254,243.02	0.00	0.00		254,243.02
Total Department 00-000:			254,243.02	0.00	0.00		254,243.02
Fund Equity			254,243.02	0.00	0.00		254,243.02
Account Category: Revenues							
Department: 13-012 UNCLASSIFIED							
14-13-012-42100	SPECIAL ASSESSMENT COLLECTED	28,030.00	0.00	35,696.28	35,696.28		35,696.28
Total Department 13-012:		28,030.00	0.00	35,696.28	35,696.28		35,696.28
Department: 13-013 INTEREST INCOME							
14-13-013-48100	INVESTMENT INTEREST	6,682.00	0.00	2,753.85	2,753.85		2,753.85
Total Department 13-013:		6,682.00	0.00	2,753.85	2,753.85		2,753.85
Department: 13-019 CAPITAL IMPROVEMENT FUND							
14-13-019-41000	GENERAL OPERATIONS	120,000.00	0.00	120,000.00	120,000.00		120,000.00
14-13-019-49300	FUND BALANCE APPLIED	272,270.00	0.00	0.00	0.00		0.00
Total Department 13-019:		392,270.00	0.00	120,000.00	120,000.00		120,000.00
Department: 13-554 UNCLASSIFIED							
14-13-554-49220	TRANSFER FROM OTHER FUNDS	1,306,767.00	0.00	0.00	0.00		0.00
Total Department 13-554:		1,306,767.00	0.00	0.00	0.00		0.00
Revenues		1,733,749.00	0.00	158,450.13	158,450.13		158,450.13
Account Category: Expenditures							
Department: 14-554 UNCLASSIFIED							
14-14-554-57705	DPW YARD REMEDIATION	45,000.00	0.00	0.00	0.00		0.00
14-14-554-57707	VILLAGE PARK IMPROVEMENTS	350,000.00	0.00	0.00	0.00		0.00
14-14-554-57710	CONTINGENCY	1,693.00	0.00	0.00	0.00		0.00
14-14-554-57722	PIGEON CREEK RESTORATION PHASE 2	686,767.00	0.00	558.56	558.56		558.56
14-14-554-57763	PUBLIC PARKING RESERVE	125,000.00	0.00	0.00	0.00		0.00
Total Department 14-554:		1,208,460.00	0.00	558.56	558.56		558.56
Department: 16-511 VILLAGE ADMINISTRATION							
14-16-511-54499	OTHER	3,300.00	0.00	0.00	0.00		0.00
Total Department 16-511:		3,300.00	0.00	0.00	0.00		0.00
Department: 16-521 POLICE DEPARTMENT							
14-16-521-54401	VEHICLES	25,000.00	0.00	0.00	0.00		0.00
14-16-521-54402	EQUIPMENT	15,704.00	0.00	3,086.00	3,086.00		3,086.00
Total Department 16-521:		40,704.00	0.00	3,086.00	3,086.00		3,086.00
Department: 16-522 FIRE DEPARTMENT							

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Fund: 14 CAPITAL IMPROVEMENT/EQUIPMENT							
Account Category: Expenditures							
Department: 16-522 FIRE DEPARTMENT							
14-16-522-54499	OTHER	20,285.00	0.00	20,285.00	20,285.00	20,285.00	20,285.00
Total Department 16-522:		20,285.00	0.00	20,285.00	20,285.00	20,285.00	20,285.00
Department: 16-541 PUBLIC WORKS - STREET							
14-16-541-54401	VEHICLES	25,000.00	0.00	0.00	0.00	0.00	0.00
14-16-541-54499	OTHER	20,000.00	0.00	0.00	0.00	0.00	0.00
Total Department 16-541:		45,000.00	0.00	0.00	0.00	0.00	0.00
Department: 16-542 PARK							
14-16-542-54499	OTHER	416,000.00	0.00	0.00	0.00	0.00	0.00
Total Department 16-542:		416,000.00	0.00	0.00	0.00	0.00	0.00
Expenditures		1,733,749.00	0.00	23,929.56	23,929.56	23,929.56	23,929.56
Fund: 19 STORM WATER MANAGEMENT							
Account Category: Assets							
Department: 00-000							
19-00-000-11110	CHECKING - PWSB/BMO GENERAL		(67,649.31)	50,114.87	50,114.87	50,114.87	(17,534.44)
19-00-000-12100	TAXES RECEIVABLE		52,000.00	(52,000.00)	(52,000.00)	(52,000.00)	0.00
19-00-000-13100	ACCOUNTS RECEIVABLE		25,000.00	0.00	0.00	0.00	25,000.00
19-00-000-16230	DEFERRED EXPENDITURE		409.99	(409.99)	(409.99)	(409.99)	0.00
Total Department 00-000:			9,760.68	(2,295.12)	(2,295.12)	(2,295.12)	7,465.56
Assets			9,760.68	(2,295.12)	(2,295.12)	(2,295.12)	7,465.56
Account Category: Liabilities							
Department: 00-000							
19-00-000-21110	ACCOUNTS PAYABLE		2,396.73	(146.73)	(146.73)	(146.73)	2,250.00
19-00-000-21700	ACCRUED PAYROLL		712.07	(712.07)	(712.07)	(712.07)	0.00
19-00-000-26110	DEFERRED REVENUES		52,000.00	(52,000.00)	(52,000.00)	(52,000.00)	0.00
Total Department 00-000:			55,108.80	(52,858.80)	(52,858.80)	(52,858.80)	2,250.00
Liabilities			55,108.80	(52,858.80)	(52,858.80)	(52,858.80)	2,250.00
Account Category: Fund Equity							
Department: 00-000							
19-00-000-33900	UNAPPROPRIATED		(31,675.58)	0.00	0.00	0.00	(31,675.58)
Total Department 00-000:			(31,675.58)	0.00	0.00	0.00	(31,675.58)
Fund Equity			(31,675.58)	0.00	0.00	0.00	(31,675.58)
Account Category: Revenues							
Department: 13-019 CAPITAL IMPROVEMENT FUND							
19-13-019-43510	GRANTS AND AIDS	638,767.00	0.00	0.00	0.00	0.00	0.00
Total Department 13-019:		638,767.00	0.00	0.00	0.00	0.00	0.00
Department: 18-023 STORM WATER MANAGEMENT							
19-18-023-41000	GENERAL OPERATIONS	52,000.00	0.00	52,000.00	52,000.00	52,000.00	52,000.00
Total Department 18-023:		52,000.00	0.00	52,000.00	52,000.00	52,000.00	52,000.00
Revenues		690,767.00	0.00	52,000.00	52,000.00	52,000.00	52,000.00
Account Category: Expenditures							

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

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Fund: 19 STORM WATER MANAGEMENT							
Account Category: Expenditures							
Department: 18-023 STORM WATER MANAGEMENT							
19-18-023-57790	TRANSFERS TO OTHER FUNDS	686,767.00	0.00	0.00		0.00	0.00
Total Department 18-023:		686,767.00	0.00	0.00		0.00	0.00
Department: 18-541 PUBLIC WORKS - STREET							
19-18-541-51100	SALARIES & WAGES	13,758.00	0.00	330.41		330.41	330.41
19-18-541-51101	OVERTIME	12.00	0.00	0.00		0.00	0.00
19-18-541-51199	FRINGE BENEFITS	6,920.00	0.00	937.71		937.71	937.71
19-18-541-52209	ENGINEERING SERVICES	15,000.00	0.00	0.00		0.00	0.00
19-18-541-52237	WORKER S COMPENSATION	500.00	0.00	0.00		0.00	0.00
19-18-541-52243	ALL OTHER INSURANCE	500.00	0.00	0.00		0.00	0.00
19-18-541-52252	JOINT NR-216 PERMIT	500.00	0.00	0.00		0.00	0.00
19-18-541-52255	PIGEON CREEK MAINTENANCE	5,000.00	0.00	0.00		0.00	0.00
19-18-541-52257	MAINTENANCE & REPAIRS	1,500.00	0.00	168.20		168.20	168.20
Total Department 18-541:		43,690.00	0.00	1,436.32		1,436.32	1,436.32
Expenditures		730,457.00	0.00	1,436.32		1,436.32	1,436.32
Fund: 21 SEWER UTILITY							
Account Category: Assets							
Department: 00-000							
21-00-000-11110	CHECKING - PWSB/BMO GENERAL		(208,412.64)	(405,326.97)		(405,326.97)	(613,739.61)
21-00-000-11140	SAVINGS - PWBS/HARRIS		43,720.73	100,430.80		100,430.80	144,151.53
21-00-000-11510	SEWER EQUIPMENT REPLACEMENT FD		302,142.93	18,225.46		18,225.46	320,368.39
21-00-000-11710	INVESTMENTS		757,845.00	4.39		4.39	757,849.39
21-00-000-12100	TAXES RECEIVABLE		36,592.87	(36,592.87)		(36,592.87)	0.00
21-00-000-13100	ACCOUNTS RECEIVABLE		366,515.16	(190,383.00)		(190,383.00)	176,132.16
21-00-000-15100	DUE FROM GENERAL FUND		68.72	0.00		0.00	68.72
21-00-000-16210	DEFERRED OUTFLOW		56,136.00	0.00		0.00	56,136.00
21-00-000-16230	DEFERRED EXPENDITURE		11,272.85	688.07		688.07	11,960.92
21-00-000-18190	INTANGIBLE ASSET (GIS SYSTEM)		100,618.23	0.00		0.00	100,618.23
21-00-000-18313	COLLECTING SEWERS		3,369,007.34	0.00		0.00	3,369,007.34
21-00-000-18314	INTERCEPTOR MAIN		2,873,897.57	0.00		0.00	2,873,897.57
21-00-000-18321	STRUCTURES & IMPROVEMENT		755,270.14	0.00		0.00	755,270.14
21-00-000-18323	ELECTRIC PUMPING EQUIPMENT		754,896.06	0.00		0.00	754,896.06
21-00-000-18572	OFFICE EQUIPMENT		78,049.78	0.00		0.00	78,049.78
21-00-000-18573	VEHICLES		49,192.99	0.00		0.00	49,192.99
21-00-000-18700	CONSTRUCTION IN PROGRESS		102,111.35	0.00		0.00	102,111.35
21-00-000-18900	ACCUMULATED DEPRECIATION		(2,845,567.79)	0.00		0.00	(2,845,567.79)
Total Department 00-000:			6,603,357.29	(512,954.12)		(512,954.12)	6,090,403.17
Assets			6,603,357.29	(512,954.12)		(512,954.12)	6,090,403.17
Account Category: Liabilities							
Department: 00-000							
21-00-000-21110	ACCOUNTS PAYABLE		82,580.25	(68,682.25)		(68,682.25)	13,898.00
21-00-000-21700	ACCRUED PAYROLL		2,914.12	(2,914.12)		(2,914.12)	0.00
21-00-000-29630	DEFERRED INFLOW		27,030.00	0.00		0.00	27,030.00
21-00-000-29640	NET PENSION LIABILITY		7,944.00	0.00		0.00	7,944.00
Total Department 00-000:			120,468.37	(71,596.37)		(71,596.37)	48,872.00
Liabilities			120,468.37	(71,596.37)		(71,596.37)	48,872.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 21 SEWER UTILITY							
Account Category: Fund Equity							
Department: 00-000							
21-00-000-31100	CAPITAL PAID-IN BY MUNICIPAL		782,407.87	0.00		0.00	782,407.87
21-00-000-31110	CONTRIBU. IN AID OF CONSTRUCT.		2,511,545.13	0.00		0.00	2,511,545.13
21-00-000-33110	SEWER EQUIP. REPLACEMENT RES		286,950.20	0.00		0.00	286,950.20
21-00-000-33900	UNAPPROPRIATED		2,798,718.89	0.00		0.00	2,798,718.89
Total Department 00-000:			6,379,622.09	0.00		0.00	6,379,622.09
Fund Equity			6,379,622.09	0.00		0.00	6,379,622.09
Account Category: Revenues							
Department: 46-016 SEWER							
21-46-016-46410	SEWER SERVICE CHARGE	1,159,353.00	0.00	172.00		172.00	172.00
21-46-016-46412	SEWER CONNECTION FEE	15,050.00	0.00	0.00		0.00	0.00
21-46-016-46415	SEWER SERVICE PENALTY	11,500.00	0.00	1,272.67		1,272.67	1,272.67
21-46-016-48101	INTEREST ON REVENUES	25,000.00	0.00	3,833.90		3,833.90	3,833.90
21-46-016-49300	FUND BALANCE APPLIED	225,000.00	0.00	0.00		0.00	0.00
Total Department 46-016:		1,435,903.00	0.00	5,278.57		5,278.57	5,278.57
Revenues		1,435,903.00	0.00	5,278.57		5,278.57	5,278.57
Account Category: Expenditures							
Department: 02-610 SEWER							
21-02-610-52237	WORKER S COMPENSATION	3,500.00	0.00	0.00		0.00	0.00
21-02-610-52242	BUSINESS PROPERTY	1,800.00	0.00	0.00		0.00	0.00
21-02-610-52243	ALL OTHER INSURANCE	13,500.00	0.00	0.00		0.00	0.00
Total Department 02-610:		18,800.00	0.00	0.00		0.00	0.00
Department: 05-610 SEWER							
21-05-610-51100	SALARIES & WAGES	117,539.00	0.00	6,743.16		6,743.16	6,743.16
21-05-610-51101	OVERTIME	208.00	0.00	0.00		0.00	0.00
21-05-610-51199	FRINGE BENEFITS	60,415.00	0.00	8,954.05		8,954.05	8,954.05
21-05-610-52200	PRINTING & PUBLISHING	600.00	0.00	0.00		0.00	0.00
21-05-610-52201	POSTAGE	3,500.00	0.00	0.00		0.00	0.00
21-05-610-52202	DUES & SUBSCRIPTIONS	300.00	0.00	0.00		0.00	0.00
21-05-610-52203	TRAINING & MEETINGS	200.00	0.00	0.00		0.00	0.00
21-05-610-52204	TRANSPORTATION	500.00	0.00	0.00		0.00	0.00
21-05-610-52207	LEGAL COUNSEL	500.00	0.00	0.00		0.00	0.00
21-05-610-52209	ENGINEERING SERVICES	20,000.00	0.00	0.00		0.00	0.00
21-05-610-52210	DATA PROCESSING	8,000.00	0.00	2,850.00		2,850.00	2,850.00
21-05-610-52223	RADIO MAINTENANCE	200.00	0.00	0.00		0.00	0.00
21-05-610-52248	SEWER REPAIR/MAINTENANCE	65,000.00	0.00	0.00		0.00	0.00
21-05-610-52249	SEWER CHARGE - GENERAL	40,000.00	0.00	0.00		0.00	0.00
21-05-610-52250	SEWER CLEANING	17,000.00	0.00	0.00		0.00	0.00
21-05-610-52251	BUILDING REPAIRS	5,000.00	0.00	0.00		0.00	0.00
21-05-610-52253	AUDIT	3,900.00	0.00	0.00		0.00	0.00
21-05-610-53300	OFFICE SUPPLIES	1,250.00	0.00	296.59		296.59	296.59
21-05-610-53303	TELEPHONE	3,500.00	0.00	60.91		60.91	60.91
21-05-610-53304	ELECTRICITY	17,500.00	0.00	0.00		0.00	0.00
21-05-610-53305	HEAT	200.00	0.00	0.00		0.00	0.00
21-05-610-53308	BUILDING SUPPLIES	2,000.00	0.00	0.00		0.00	0.00
21-05-610-53329	CLOTHING	1,000.00	0.00	0.00		0.00	0.00
21-05-610-53330	REPAIR PARTS/EQUIPMENT	1,000.00	0.00	0.00		0.00	0.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Normal (Abnormal)
Fund: 21 SEWER UTILITY						
Account Category: Expenditures						
Department: 05-610 SEWER						
21-05-610-53345	CHEMICALS	600.00	0.00	0.00	0.00	0.00
21-05-610-53399	MISCELLANEOUS	1,000.00	0.00	0.00	0.00	0.00
21-05-610-54400	OFFICE EQUIPMENT	1,000.00	0.00	0.00	0.00	0.00
21-05-610-54499	OTHER	241,000.00	0.00	7,942.61	7,942.61	7,942.61
Total Department 05-610:		612,912.00	0.00	26,847.32	26,847.32	26,847.32
Department: 06-610 SEWER						
21-06-610-58500	DEPRECIATION	95,000.00	0.00	0.00	0.00	0.00
21-06-610-58510	REPLACEMENT FUND	17,000.00	0.00	0.00	0.00	0.00
Total Department 06-610:		112,000.00	0.00	0.00	0.00	0.00
Department: 07-610 SEWER						
21-07-610-59640	MMSD PAYMENT	415,877.00	0.00	419,789.00	419,789.00	419,789.00
21-07-610-59650	MMSD O/M	276,314.00	0.00	0.00	0.00	0.00
Total Department 07-610:		692,191.00	0.00	419,789.00	419,789.00	419,789.00
Expenditures		1,435,903.00	0.00	446,636.32	446,636.32	446,636.32
Fund: 42 TAX INCREMENT DISTRICT #2						
Account Category: Assets						
Department: 00-000						
42-00-000-11110	CHECKING - PWSB/BMO GENERAL		(797,872.60)	(12,778.06)	(12,778.06)	(810,650.66)
42-00-000-11185	TIF #2 DEBT SERVICE RESERVE		311,359.81	1,160.15	1,160.15	312,519.96
42-00-000-13100	ACCOUNTS RECEIVABLE		4,781.44	0.00	0.00	4,781.44
42-00-000-16230	DEFERRED EXPENDITURE		825.09	(825.09)	(825.09)	0.00
Total Department 00-000:			(480,906.26)	(12,443.00)	(12,443.00)	(493,349.26)
Assets			(480,906.26)	(12,443.00)	(12,443.00)	(493,349.26)
Account Category: Liabilities						
Department: 00-000						
42-00-000-21110	ACCOUNTS PAYABLE		11,794.42	(8,751.37)	(8,751.37)	3,043.05
42-00-000-21700	ACCRUED PAYROLL		1,262.02	(1,262.02)	(1,262.02)	0.00
Total Department 00-000:			13,056.44	(10,013.39)	(10,013.39)	3,043.05
Liabilities			13,056.44	(10,013.39)	(10,013.39)	3,043.05
Account Category: Fund Equity						
Department: 00-000						
42-00-000-33900	UNAPPROPRIATED		(23,148.91)	0.00	0.00	(23,148.91)
42-00-000-34220	RESTRICTED FOR DEBT SERVICE		337,699.81	0.00	0.00	337,699.81
Total Department 00-000:			314,550.90	0.00	0.00	314,550.90
Fund Equity			314,550.90	0.00	0.00	314,550.90
Account Category: Revenues						
Department: 44-013 INTEREST INCOME						
42-44-013-48100	INVESTMENT INTEREST	12,000.00	0.00	1,160.15	1,160.15	1,160.15
Total Department 44-013:		12,000.00	0.00	1,160.15	1,160.15	1,160.15
Department: 45-015 OTHER INCOME						
42-45-015-49210	TRANSFER FROM GENERAL FUND	329,930.00	0.00	0.00	0.00	0.00

ACCOUNT BALANCE (MTD/YTD ACTIVITY) REPORT FOR VILLAGE OF THIENSVILLE

Balance As of 01/31/2025

GL Number	Description	2025 Amended Budget	Beg. Balance 01/01/2025	Activity For 01/31/2025 Increase (Decrease)	THRU 01/31/2025 Increase (Decrease)	YTD 01/31/2025 Increase (Decrease)	YTD Balance 01/31/2025 Normal (Abnormal)
Fund: 42 TAX INCREMENT DISTRICT #2							
Account Category: Revenues							
Department: 45-015 OTHER INCOME							
Total Department 45-015:		329,930.00	0.00	0.00		0.00	0.00
Revenues		341,930.00	0.00	1,160.15		1,160.15	1,160.15
Account Category: Expenditures							
Department: 10-042 TAX INCREMENT DISTRICT #2							
42-10-042-51100	SALARIES & WAGES	32,550.00	0.00	1,553.54		1,553.54	1,553.54
42-10-042-51199	FRINGE BENEFITS	14,911.00	0.00	1,964.22		1,964.22	1,964.22
42-10-042-54200	PRINTING & PUBLISHING	350.00	0.00	0.00		0.00	0.00
42-10-042-54205	PLANNER SERVICES	10,000.00	0.00	0.00		0.00	0.00
42-10-042-54206	AUDIT	5,500.00	0.00	0.00		0.00	0.00
42-10-042-54207	LEGAL COUNSEL	1,000.00	0.00	72.00		72.00	72.00
42-10-042-54245	ADMINISTRATIVE/SECRETARIAL	150.00	0.00	0.00		0.00	0.00
42-10-042-54290	CONSULTANTS	5,000.00	0.00	0.00		0.00	0.00
42-10-042-56610	PRINCIPAL	195,000.00	0.00	0.00		0.00	0.00
42-10-042-56620	INTEREST	134,930.00	0.00	0.00		0.00	0.00
42-10-042-56625	BOND FEES	850.00	0.00	0.00		0.00	0.00
Total Department 10-042:		400,241.00	0.00	3,589.76		3,589.76	3,589.76
Expenditures		400,241.00	0.00	3,589.76		3,589.76	3,589.76
Fund: 80 TAX COLLECTION FUND							
Account Category: Assets							
Department: 00-000							
80-00-000-11110	CHECKING - PWSB/BMO GENERAL		2,792,054.79	(1,990,415.28)		(1,990,415.28)	801,639.51
80-00-000-11120	TAX ACCOUNT (PWSB)		0.00	180,432.99		180,432.99	180,432.99
80-00-000-12000	CURRENT YEAR TAX ROLL		7,313,553.89	(5,398,889.23)		(5,398,889.23)	1,914,664.66
Total Department 00-000:			10,105,608.68	(7,208,871.52)		(7,208,871.52)	2,896,737.16
Assets			10,105,608.68	(7,208,871.52)		(7,208,871.52)	2,896,737.16
Account Category: Liabilities							
Department: 00-000							
80-00-000-21110	ACCOUNTS PAYABLE		4,125.79	(4,125.79)		(4,125.79)	0.00
80-00-000-24310	DUE TO OZAUKEE COUNTY		649,351.31	(247,742.74)		(247,742.74)	401,608.57
80-00-000-24610	DUE TO M-T SCHOOL DISTRICT		3,618,805.29	(1,380,659.04)		(1,380,659.04)	2,238,146.25
80-00-000-24620	DUE TO MATC		415,508.61	(158,526.27)		(158,526.27)	256,982.34
80-00-000-25100	DUE TO GENERAL FUND		2,379,731.40	(2,379,731.40)		(2,379,731.40)	0.00
80-00-000-25230	DUE TO STORMWATER FUND		52,000.00	(52,000.00)		(52,000.00)	0.00
80-00-000-25400	DUE TO CPF		157,838.02	(157,838.02)		(157,838.02)	0.00
80-00-000-25600	DUE TO SEWER FUND		36,592.87	(36,592.87)		(36,592.87)	0.00
80-00-000-26100	ADVANCE TAX COLLECTIONS		2,791,655.39	(2,791,655.39)		(2,791,655.39)	0.00
Total Department 00-000:			10,105,608.68	(7,208,871.52)		(7,208,871.52)	2,896,737.16
Liabilities			10,105,608.68	(7,208,871.52)		(7,208,871.52)	2,896,737.16



250 Elm Street

Thiensville, WI 53092

262-242-3720

www.village.thiensville.wi.us

TO: Village President
Village Board
FROM: Colleen Landisch-Hansen, Village Administrator
SUBJECT: Administrator's Report
DATE: March 10, 2025

SPRING ELECTION & PRESIDENTIAL PREFERENCE

The Spring Election will be held on Tuesday, April 1, 2025. Polls open at 7:00 AM and close at 8:00 PM. In-office absentee voting begins Tuesday, March 18th and runs Monday through Friday (8:00 AM – 4:30 PM) until Thursday, March 28th and from 8:00 AM – 5:00 PM Friday, March 28th. For Village offices, incumbents Kristina Eckert and David Lange are running for the two trustee seats. Also on the ballot are the State Superintendent of Public Instruction, Justice of the Supreme Court, Court of Appeals Judge District 2, Circuit Court Judge Branch 1, Circuit Court Judge Branch 2, MTSD School Board, and one State of Wisconsin Referendum question.

BOARD OF REVIEW

The Open Book is scheduled for Wednesday, April 25, 2025 from 1:00 - 3:00 PM (via phone or e-mail). The Board of Review meeting is scheduled for Thursday, May 22, 2025 from 9:00-11:00 AM. We will be holding a training session for all members of the Board of Review to attend. Further details regarding the annual training will be provided soon.

OZAUKEE ECONOMIC DEVELOPMENT OUTREACH EVENT

The Annual OED Outreach Event is scheduled for Wednesday, April 30th from 4:30 PM – 7:00 PM. The event is being held at the Shully's Watermark featuring Paul Bartolotta, Co-founder and owner of the Bartolotta Restaurants. Please let Lisa know if you are interested in attending.



Invoice

Invoice Number: 1420950
Invoice Date: 2/28/2025
Terms: Net 30 Days
Due Date: 3/30/2025
Customer #: 11-THIENVL
Customer PO #:

Thiensville, WI, Village of
 250 Elm Street
 Thiensville, WI 53092

Fee Type	Amt Paid	Paid Date	% Due to 3rd Party	Amt Due to 3rd Party
Permit # 24THNV-0240-24-11BEPHZ 198 Two Hundred Green Way, Thiensville, WI 53092 NEW SINGLE FAMILY DWELLING				
Re-inspection Fee	\$50.00	2/14/2025	90.00%	\$45.00
24THNV-0240-24-11BEPHZ Subtotal				\$45.00
Permit # 25THNV-0010-25-01B 190 South Main Street, Thiensville, WI 53092 Window/Door Replacement				
Commercial Remodel/Reroof/Residing	\$200.00	2/5/2025	90.00%	\$180.00
25THNV-0010-25-01B Subtotal				\$180.00
Permit # 25THNV-0012-25-02BEZ 330 Heidel Road, Thiensville, WI 53092 Residential Alteration				
Residential New Structure/Addition	\$168.08	2/5/2025	90.00%	\$151.27
Occupancy Permit	\$50.00	2/5/2025	90.00%	\$45.00
Zoning Permit - Addition/Alteration Residential	\$75.00	2/5/2025	90.00%	\$67.50
Electrical - Replacement and Misc. Items - Residential	\$150.90	2/5/2025	90.00%	\$135.81
25THNV-0012-25-02BEZ Subtotal				\$399.58
Permit # 25THNV-0013-25-02P 515 Grand Avenue, Thiensville, WI 53092 Plumbing Only				
Plumbing - Replacement & Misc Items - Residential	\$65.00	2/5/2025	90.00%	\$58.50
25THNV-0013-25-02P Subtotal				\$58.50
Permit # 25THNV-0014-25-02H 713 Riverview Drive, Thiensville, WI 53092 HVAC Only				
HVAC - Replacement & Misc. Items - Residential	\$530.00	2/5/2025	90.00%	\$477.00
25THNV-0014-25-02H Subtotal				\$477.00
Permit # 25THNV-0015-25-02BEPH 636 Green Bay Road, Thiensville, WI 53092 Residential Alteration				
Electrical - New Building/Addition/Alteration - Residential	\$123.74	2/5/2025	90.00%	\$111.37
Residential New Structure/Addition	\$481.60	2/5/2025	90.00%	\$433.44
Occupancy Permit	\$50.00	2/5/2025	90.00%	\$45.00
HVAC - New Building/Addition/Alteration - Residential	\$124.10	2/5/2025	90.00%	\$111.69
Plumbing - New Building/Addition/Alteration - Residential	\$124.10	2/5/2025	90.00%	\$111.69
25THNV-0015-25-02BEPH Subtotal				\$813.19

Thiensville, WI, Village of	Invoice Number:		Invoice Date: 2/28/2025		Page: 2
Fee Type	Amt Paid	Paid Date	% Due to 3rd Party	Amt Due to 3rd Party	
Permit # 25THNV-0016-25-02EH 404 Crescent Lane, Thiensville, WI 53092 HVAC Only					
Electrical - Replacement and Misc. Items - Residential	\$65.00	2/5/2025	90.00%	\$58.50	
HVAC - Replacement & Misc. Items - Residential	\$270.00	2/5/2025	90.00%	\$243.00	
25THNV-0016-25-02EH Subtotal				\$301.50	
Permit # 25THNV-0017-25-02B 609 Laurel Drive, Thiensville, WI 53092 Re-Roof					
Re-roof, Other, Windows, Siding	\$126.14	2/5/2025	90.00%	\$113.53	
25THNV-0017-25-02B Subtotal				\$113.53	
Permit # 25THNV-0018-25-02BEPHZ 200 Two Hundred Green Way, Thiensville, WI 53092 NEW SINGLE FAMILY DWELLING					
Occupancy Permit	\$50.00	2/6/2025	90.00%	\$45.00	
Electrical - New Building/Addition/Alteration - Residential	\$244.00	2/6/2025	90.00%	\$219.60	
Zoning Permit - New Dwelling	\$95.00	2/6/2025	90.00%	\$85.50	
HVAC - New Building/Addition/Alteration - Residential	\$244.00	2/6/2025	90.00%	\$219.60	
Erosion Control - Residential	\$140.00	2/6/2025	90.00%	\$126.00	
Plumbing - New Building/Addition/Alteration - Residential	\$244.00	2/6/2025	90.00%	\$219.60	
Plumbing - Replacement & Misc Items - Residential	\$200.00	2/6/2025	90.00%	\$180.00	
Residential New Structure/Addition	\$1,273.60	2/6/2025	90.00%	\$1,146.24	
25THNV-0018-25-02BEPHZ Subtotal				\$2,241.54	
Permit # 25THNV-0019-25-02BEPHZ 215 South Orchard Street, Thiensville, WI 53092 NEW SINGLE FAMILY DWELLING					
Electrical - New Building/Addition/Alteration - Residential	\$145.20	2/6/2025	90.00%	\$130.68	
Occupancy Permit	\$50.00	2/6/2025	90.00%	\$45.00	
Zoning Permit - New Dwelling	\$95.00	2/6/2025	90.00%	\$85.50	
Plumbing - New Building/Addition/Alteration - Residential	\$145.20	2/6/2025	90.00%	\$130.68	
Residential New Structure/Addition	\$641.28	2/6/2025	90.00%	\$577.15	
HVAC - New Building/Addition/Alteration - Residential	\$145.20	2/6/2025	90.00%	\$130.68	
Erosion Control - Residential	\$140.00	2/6/2025	90.00%	\$126.00	
Plumbing - Replacement & Misc Items - Residential	\$100.00	2/6/2025	90.00%	\$90.00	
25THNV-0019-25-02BEPHZ Subtotal				\$1,315.69	
Permit # 25THNV-0020-25-02EH 250 South Main Street, Thiensville, WI 53092 HVAC Permit - Commercial					
Electric, Plumbing, HVAC - Misc. Items - Commercial (manual entry)	\$195.00	2/21/2025	90.00%	\$175.50	
25THNV-0020-25-02EH Subtotal				\$175.50	

Thiensville, WI, Village of	Invoice Number:	Invoice Date: 2/28/2025	Page: 3	
Fee Type	Amt Paid	Paid Date	% Due to 3rd Party	Amt Due to 3rd Party
Permit # 25THNV-0021-25-02P 207 Elm Street, Thiensville, WI 53092 Plumbing Only				
Plumbing - Replacement & Misc Items - Residential	\$65.00	2/21/2025	90.00%	\$58.50
25THNV-0021-25-02P Subtotal				\$58.50
Permit # 25THNV-0022-25-02E 330 Grand Avenue, Thiensville, WI 53092 Electrical Only				
Electrical - Replacement and Misc. Items - Residential	\$65.00	2/21/2025	90.00%	\$58.50
25THNV-0022-25-02E Subtotal				\$58.50
Permit # 25THNV-0023-25-02E 610 Crescent Lane, Thiensville, WI 53092 Electrical Only				
Electrical - Replacement and Misc. Items - Residential	\$80.00	2/21/2025	90.00%	\$72.00
25THNV-0023-25-02E Subtotal				\$72.00
Permit # 25THNV-0024-25-02BEPH 300 Heidel Road, Thiensville, WI 53092 Residential Alteration				
Residential Remodel	\$832.00	2/24/2025	90.00%	\$748.80
Occupancy Permit	\$50.00	2/24/2025	90.00%	\$45.00
Plumbing - New Building/Addition/Alteration - Residential	\$76.35	2/24/2025	90.00%	\$68.72
Electrical - New Building/Addition/Alteration - Residential	\$76.30	2/24/2025	90.00%	\$68.67
HVAC - New Building/Addition/Alteration - Residential	\$76.35	2/24/2025	90.00%	\$68.72
25THNV-0024-25-02BEPH Subtotal				\$999.91

Summary by Fee Type

Item Code	Amount
Commercial	\$180.00
Remodel/Reroof/Residing	
Electric, Plumbing, HVAC - Misc. Items - Commercial (manual entry)	\$175.50
Electrical - New Building/Addition/Alteration - Residential	\$530.32
Electrical - Replacement and Misc. Items - Residential	\$324.81
Erosion Control - Residential	\$252.00
HVAC - New Building/Addition/Alteration - Residential	\$530.69
HVAC - Replacement & Misc. Items - Residential	\$720.00
Occupancy Permit	\$225.00
Plumbing - New Building/Addition/Alteration - Residential	\$530.69
Plumbing - Replacement & Misc Items - Residential	\$387.00
Re-inspection Fee	\$45.00
Re-roof, Other, Windows, Siding	\$113.53
Residential New Structure/Addition	\$2,308.10
Residential Remodel	\$748.80
Zoning Permit - Addition/Alteration Residential	\$67.50
Zoning Permit - New Dwelling	\$171.00
Total	\$7,309.94

**Please remit to: SAFEbuilt LLC Lockbox #88135
PO Box 88135, Chicago, IL 60680-1135**

Net Invoice:	\$7,309.94
Freight:	\$0.00
Sales Tax:	\$0.00
Invoice Total:	\$7,309.94

VILLAGE OF THIENSVILLE

RESOLUTION NO. 2025-02

A RESOLUTION ADOPTING THE 2025 MEQUON-THIENSVILLE BIKE & PEDESTRIAN
WAY PLAN

WHEREAS, The Joint Mequon-Thiensville Bike & Pedestrian Way Commission, working at the request of the City of Mequon Common Council, has prepared the 2025 Mequon-Thiensville Bike & Pedestrian Plan (the Plan); and

WHEREAS, The Plan's findings and recommendations are set forth in the 2025 Mequon-Thiensville Bike & Pedestrian Plan; and

WHEREAS, The Mequon-Thiensville Bike & Pedestrian Way Plan will serve as the basis for determining future bike and pedestrian infrastructure improvements; and

WHEREAS, The Plan provides a vision for the development and improvement of bike and pedestrian facilities over the next 20 years, with a framework for prioritization and development of facilities in the immediate and medium term; and

WHEREAS, the Joint Mequon-Thiensville Bike & Pedestrian Way Commission approved the plan and recommended adoption of the plan by the Mequon Common Council and Thiensville Village Board on February 13, 2025

NOW, THEREFORE LET IT BE RESOLVED that the Village Board of Thiensville, hereby approves the adoption of the 2025 Mequon-Thiensville Bike & Pedestrian Way Plan

PASSED AND ADOPTED by the Village Board of the Village of Thiensville, County of Ozaukee, State of Wisconsin on this 10th day of March, 2025.

John R. Rosing, Village President

Colleen Landisch-Hansen, Village Clerk

MEQUON THIENSVILLE BIKE+PEDESTRIAN MASTER PLAN

February 17, 2025
WORKING DRAFT



Acknowledgments

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Angelina Apostolos, Trustee
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David A. Lange, Trustee
Andy LaFond, Director of Community Services/Public Works

Joint Mequon-Thiensville Bike & Pedestrian Way Commission

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Consultant
GRaEF

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Table of Contents

1 Introduction	4	4 Recommended Policies & Programs	56
Context	4	Summary of Existing Policies and Programs .	56
Vision	6	Recommended Safety Measures, Programs, Education, Encouragement, Advocacy, & Planning.....	57
Goals & Objectives	6	Impact Fee Evaluation	58
Engagement	7		
2 Existing Conditions	16	5 Implementation.....	61
Existing Bicycle & Pedestrian Facilities	16	Evaluation of Plan against Goals & Objectives	61
Bicycle & Pedestrian Counts.....	18	Funding Sources and Costs.....	62
Bicycle & Pedestrian Crash Analysis	20	Prioritization	66
Existing Plans	23		
Assessment	28	6 Appendix	67
3 Recommended Bicycle & Pedestrian Network	34	A. Bike/Ped Crash Data.....	68
Introduction	34	B. E-Bikes Assessment.....	69
Bicycle Facility Types.....	34	C. Facility Design Details	71
Pedestrian Facility Types	40	D. Additional Facility Types.....	72
Bicycle Facility Selection	41	E. Public Feedback	76
Pedestrian Facility Selection.....	45		
Pedestrian and Bicycle Facility Recommendations	46		
Wayfinding Recommendations.....	52		
Safety Recommendations.....	55		

Introduction

Context

The Mequon-Thiensville Bike+Pedestrian Master Plan is a joint planning effort between the City of Mequon and the Village of Thiensville to coordinate the development of pedestrian and bicycling facilities throughout the Mequon-Thiensville community. The planning is coordinated by the Joint Mequon-Thiensville Bike & Pedestrian Way Commission and provides a vision for the development and improvement of facilities over the next 20 years with a framework for prioritization and development of facilities in the immediate and medium term.

What is this plan?

This plan is an update to the 2010 plan titled *Joint Mequon-Thiensville Bike & Pedestrian Way Commission 2010 to 2030 Recommendations* that provided a series of recommendations for the development of walking and bicycling facilities across the community. This plan advances the recommendations of the previous plan, updates the conditions surrounding the plan to reflect present day, and updates the recommendations for the next 20 years. This plan should be updated every five years to stay current as a working document for the Bike & Pedestrian Way Commission to appropriate guide and recommend the development of new facilities.

Plan Sections

This plan is organized into the following sections:

Introduction:

The first section provides a high-level overview the plan. The Introduction establishes the plan's goals and objectives to guide decision making at a high level. Next, an overview of the community engagement conducted around the plan provides insights into how the general public feels about the existing facility network and desires for improvements.

Existing Conditions:

Next, a review of the existing conditions is presented with a catalog of all existing facilities. Field data was collected to assess the current utilization of the street network by pedestrians and bicyclists, and crash data is analyzed to identify locations where safety issues exist. A review of plans is included to summarize the recommendations of the

previous plan and the relevant recommendations from plans from other municipal, county, and regional jurisdictions. Finally, the current facilities, policies, constraints, and opportunities surrounding the project are assessed to provide the context and data necessary to inform the recommendations.

Recommended Bicycle & Pedestrian Network:

The recommended network begins with an overview of the facility types that are included throughout the plan. These types are organized into a facility selection guide that provides a framework for recommending facilities in different contexts. Next, specific facilities are recommended for different corridors and spot locations. These are organized into north-south and east-west corridor recommendations, spot improvement recommendations, and wayfinding recommendations.

Recommended Policies & Programs

The recommended policies and programs include a list of non-infrastructure actions to be conducted as a part of this plan. These range from safety measures and education to advocacy and future planning. This section also includes an evaluation of impact fee policies for future development.

Implementation

The implementation section includes details needed for the advancement of the plan's recommendations by city staff and decision makers. There is also a resource included on funding sources to direct the pursuit of additional funding for facility development.

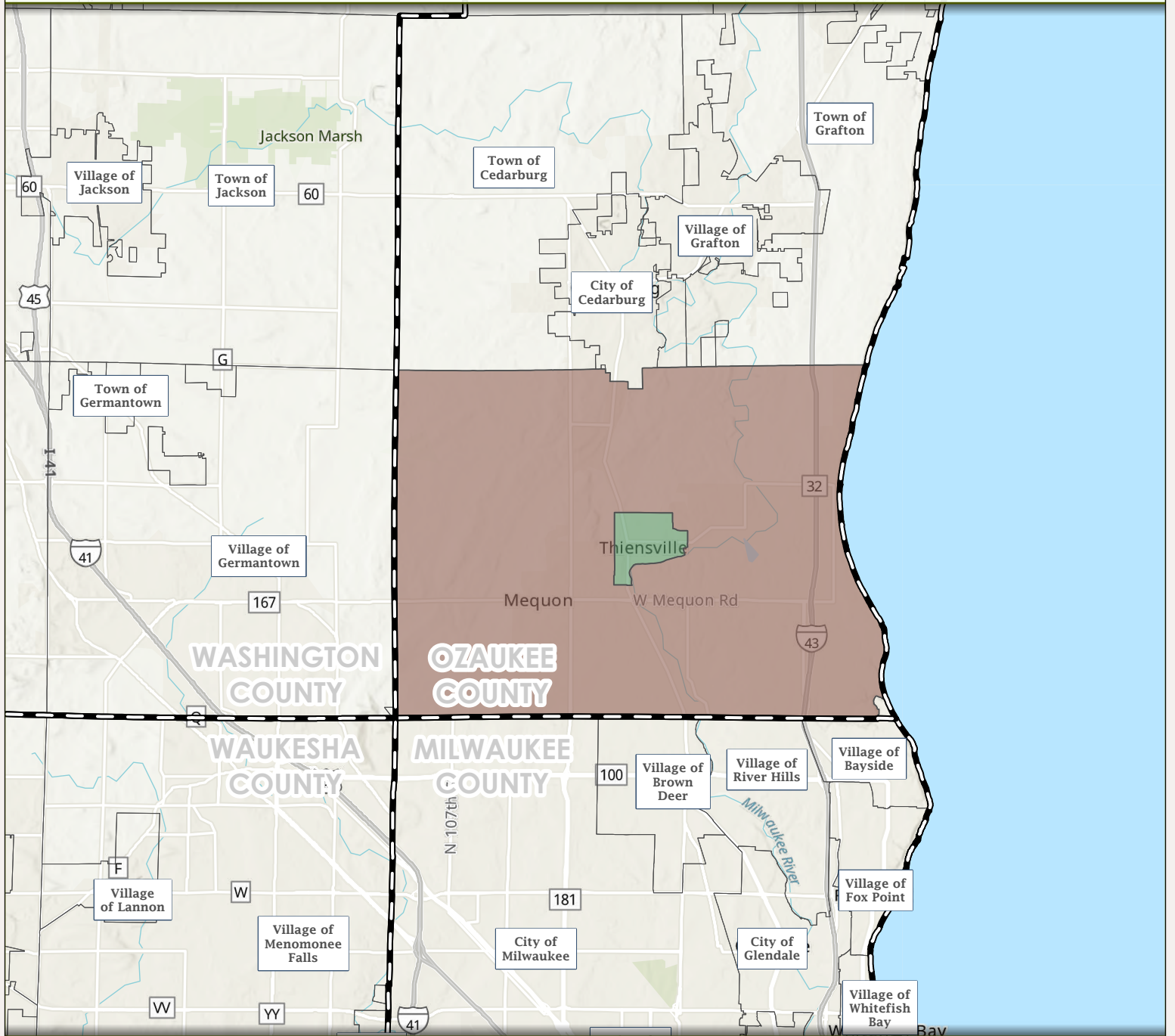
Appendix

The appendix includes a full compilation of plan data including every response received during community engagement, the crash data, and details on facility design.

Geography

This plan covers the municipal limits of the City of Mequon and the Village of Thiensville. The Village of Thiensville is bounded on all sides by the City of Mequon. The City of Mequon is bounded on the east by Lake Michigan, the south by the Ozaukee-Milwaukee County line, the west by the Ozaukee-Washington County line and the Village of Germantown, and the north by the Village of Cedarburg, Town of Cedarburg, and Town of Grafton in Ozaukee

Study Area within the Region



Legend

- City of Mequon
- Village of Thiensville

GRaEF

Data Source:
Municipal Boundaries - US Census
Basemap Data - ESRI



2.5

Miles

1 in = 2.5 mi

County. Along the Milwaukee County border is the City of Milwaukee, Village of Brown Deer, Village of River Hills, and Village of Bayside.

The plan includes recommendations for municipal facilities that local governments have direct control over as well as other jurisdictions such as neighboring municipalities, counties, and the State of Wisconsin which control roadways that Mequon and Thiensville do not have direct control over. Recommendations for other jurisdictions are intended to inform a position taken by the Mequon-Thiensville local governments during the coordination of interjurisdictional facilities.

Vision

The Mequon-Thiensville Bike + Pedestrian Master Plan is guided by a vision to improve quality of life by creating a connected community. Improved transportation choices for people of all ages, abilities, and backgrounds will preserve the economic, social, and environmental assets of the community for future generations and support the community's broader goals for the future.

Goals & Objectives

The following recommendations are organized into goals and objectives to advance the implementation of the facilities in this plan.

- 1) Facility Design:** Design bicycle and pedestrian facilities for users of all ages and abilities across the Mequon-Thiensville community, using appropriate design features based on the facility type.
- Bikeway facilities should be appropriate to the street classifications, traffic volumes, and speed on all streets and should be safe for recreational and commuter cyclists.
 - The design of facilities should anticipate likely behaviors of bicyclists and pedestrians who may be distracted, unaware of, or unlikely to follow conventional traffic rules.
 - Explore the incorporation of native landscaping, public art, and nighttime lighting that is sensitive to native habitat along trail segments.

2) Routes and Connections: Connect residents and the broader community to destinations with continuous bicycle and pedestrian facilities as needed to facilitate safe, low-stress travel.

- Assess bicycle user demand to prioritize facility improvements between popular origins and destinations.
- Develop routes between schools, parks, and libraries that are safe for use by school-age children.
- Install bike parking and paths at schools, parks, libraries, and business areas.
- Develop a major east-west protected bicycling and pedestrian route to provide access between the Ozaukee Interurban Trail, the Milwaukee River, Lake Michigan, and Mequon Town Center. Plan for future connections to the Village of Germantown.
- Develop bicycle route wayfinding signage across the community to direct bicyclists to the intended streets for bicycling. Indicate key destinations on this signage including regional trails (OIT, OLT), access points for Lake Michigan and the Milwaukee River, Downtown Thiensville, educational institutions, and major parks. Include signage along streets not designated as bicycle routes when intersecting a street that is designated as such.

3) Public Safety and Education: Develop a holistic approach to improving the safety of bicycle and pedestrian routes so that people of all ages and abilities feel comfortable choosing to walk and bike.

- Work with law enforcement to improve public education and awareness about safety and traffic rules for pedestrians/bikers, especially at crosswalks.
- Incorporate high visibility crossing improvements where bicycle routes and pedestrian facilities cross streets of all types. Use higher-visibility improvements where crossing volumes are the highest so as not to condition motorists to ignore the signage.
- Circulate maps and educational materials to the general public about bicycle routes and traffic rules to promote awareness of safe cycling in the community. Explore options to maintain an online resource that can be readily updated with current

route information or partner with an entity that can do so.

- Explore opportunities to locate activities at trail entrances that can maximize activity such as plazas, community gardens, outdoor classrooms, benches, small events, and more.

4) Intergovernmental Coordination: Work with the appropriate government agencies to coordinate trail planning and construction efforts.

- Communicate with Ozaukee County, Milwaukee County, and Washington County to coordinate the development of regional trails across municipal limits and seek funding for the development of regional trails within the community.
- Communicate with neighboring municipalities to coordinate the development of local bicycle and pedestrian facilities across municipal limits.
- Share updates in the planning and implementation of routes with SEWRPC and the Rails to Trails Conservancy to ensure the inclusion of local plans in regional efforts.
- Seek funding from private entities as well as County, State and regional jurisdictions to develop trails included in their long-range planning efforts within the community.

Engagement

Overview

Below is a summary of the major takeaways from public engagement around the project. Engagement was conducted online and in person at a community event. In addition, regular meetings with the Bike & Pedestrian Way Commission guided the development of this plan's priorities and the themes that were explored through the engagement in this plan. See Appendix E for the full engagement responses. Below is a summary of key sentiments.

Online Survey

An online survey was conducted to gather input from the community and assess the needs for this project. The survey was active from August 8th - September 10th, 2024 and was advertised by City of Mequon and Village of Thiensville through a variety of digital and physical media platforms.

February 2025 **DRAFT**

Who took the survey?

A total of 387 respondents completed the survey. About 95% of respondents were residents of the communities, with 67% living in Mequon and 28% living in Thiensville. The median age of respondents was in the 50-54 age group. Nearly 54% of respondents were female, and 46% male. Finally, 64% of respondents had children.

Primary means of transportation:

Respondents were asked to select all means of transportation they use regularly:

Means of Transportation	%
Car	96%
Walk	54%
Bicycle/Mountain bike (non-electric)	43%
Bicycle (electric)	9%
Rideshare/Taxi (Lyft, Uber, etc.)	2%
Skateboard/Rollerblades, Scooter (non-electric)	2%
Public transportation (Bus/Shuttle)	0%
Other	2%

While most people indicated they travel via car, over half of all respondents indicated walking as a major form of transportation and nearly half indicated bicycling. It should be noted that 4% did not indicate a car as a primary means of transportation, meaning there is a measurable portion of the population reliant on non-vehicular transportation. The popularity of electric bicycles (e-bikes) is also notable, with nearly 1 in 10 respondents indicating regular use of an e-bike.

These data provide a more detailed picture of the transportation habits of the community compared to available census data which focuses solely on commuting.

Trips by Type

Respondents were asked what types of trips they usually take for each type of transportation they indicated.

Car trips:

Respondents indicated a variety of trip types by car. The majority of car users indicated driving for errands/groceries/appointments (94%), shopping/dining/entertainment (87%), visiting friends/family (78%), commuting (63%), and transporting family/children (61%).

The least popular response was outdoor recreation/exercise/leisure (36%).

Walking trips:

99% of respondents who chose walking as a primary form of transportation indicated walking for outdoor recreation/exercise/leisure purposes. No other response received a majority of respondents, but the next highest responses were shopping/dining/entertainment (35%) and visiting friends/family (31%).

Bicycling/ Mountain bike (non-electric) trips:

99% of respondents who chose bicycling as a primary form of transportation indicated outdoor recreation/exercise/leisure as a trip type. No other response received a majority of respondents, but the next highest responses were visiting friends/family (39%), errands/groceries/appointments (32%), and shopping/dining/entertainment (31%).

A full compilation of responses is included in Appendix E.

Travel Preference

Respondents were asked what form of transportation they would prefer to use more. This was asked to help identify whether barriers exist to travel choices that could be addressed in the plan and future pedestrian and bicycle network improvements.

A majority of respondents indicated potentially choosing to bicycle (58%) and walk (52%) more. There was also notable desire for more ability to choose e-bikes (18%) and public transportation (11%).

Mequon residents (66%) expressed much stronger desire to bicycle more than Thiensville residents (47%). All other modes were roughly equal between communities.

Making it easier to bicycle:

The strongest desire for improved bicycling access was more/improved on-street bicycle facilities (68%). This was followed by more/improved off-street bicycle/shared-use trail facilities (60%), improved access between neighborhoods (59%), safer crossings on busy streets (58%), and improved access to nature destinations (58%).

Mequon residents (65%) expressed much stronger desire for improved access between neighborhoods compared to Thiensville residents (50%).

Making it easier to walk:

Respondents indicated the biggest barriers to choosing to walk more is a desire for more trails, parks, and walking paths to walk on (76%), safer crossings on busy streets (65%), less exposure to heavy traffic (63%), and sidewalk improvements (58%).

Mequon residents expressed greater preferences for less exposure to heavy traffic (+10%), more trails, parks, and walking paths (+10%), and safer crossings on busy streets (+10%) compared to Thiensville residents who expressed stronger desire for sidewalk improvements (+13%) and more businesses and amenities near their neighborhood (+11%).

What motivates you to walk, bicycle, and use active transportation?

Respondents indicated a strong motivation behind these travel choices is fun/enjoyment of the outdoors (88%) and physical health (86%). A majority also indicated they like having something to do with friends, family (52%) and nearly half indicated how it's better for the environment (47%).

Winter bicycling

20% of respondents indicated continuing to bicycle regularly in winter, and 38% indicated rarely bicycling in winter. The other 41% indicated they did not bicycle in winter. Respondents could only select one choice. Roughly equal amounts of winter cycling were expressed between Mequon and Thiensville residents.

If you do not currently walk or bicycle much today, is there anything that would make you more interested in walking or biking?

Respondents who did not indicate walking or bicycling as a primary means of transportation were asked the above question. Answers included safer crossings at busy roads and intersections (48%), trail facilities near my neighborhood (37%), and more walking and bicycling options along the river and lakefront (36%).

19% indicated that not much would make them interested in walking or bicycling more. Nobody indicated a desire for bicycle riding and safety lessons. Mequon residents expressed a much stronger desire for trail facilities near their neighborhood to make them more interested in walking or biking compared to Thiensville residents, but Mequon residents also indicated much more strongly that not much would make them interested in walking or bicycling more.

Priorities

When asked what Mequon-Thiensville should prioritize for pedestrian and bicycling improvements, the highest responses received were:

1. Addressing unsafe crossings and intersections (66%)
2. Investing more in on-street infrastructure (54%)
3. Investing more in off-street infrastructure (52%)

Responses to this question were roughly equal between Mequon and Thiensville residents, with Thiensville residents expressing slightly lower priority for on-street infrastructure (-9%), off-street infrastructure (-7%), and traffic calming (-7%). The top 3 responses were still the same between both communities.

Previous plan priorities:

The previous plan included three priorities that were included in the survey to reassess and potentially reassert those priorities in this plan update. A majority indicated all three priorities were at least "Important" or "Very Important." When responses are separated between Mequon and Thiensville residents, all three priorities were still rated at least "Important" or "Very Important" by a majority of both communities.

1. Improving connectivity to the Ozaukee Interurban Trail
 - Very important: 27%
 - Important: 44%
 - Neutral: 22%
 - Not important: 6%
2. Improving connectivity between the east and west Mequon-Thiensville communities and facilities for crossing the Milwaukee River
 - Very important: 23%
 - Important: 39%
 - Neutral: 27%
 - Not important: 11%
3. Improving connectivity to existing and future off-road trails in surrounding communities
 - Very important: 21%
 - Important: 40%
 - Neutral: 29%
 - Not important: 10%

Spending Priorities

When asked how to prioritize spending, respondents overwhelmingly (57%) indicated that the community should balance quality and quantity, building a mix of separated and unseparated facilities. The least popular response (4%) was to focus on building as many facilities as possible. There was roughly the same preference expressed between both communities.

When asked if they support an increase in property taxes to fund pedestrian and bicycle improvements, these were the responses:

Would you support a tax increase for pedestrian and bicycle improvements?					
Support \$0.05/\$1000 of Assessed Value	Support \$0.10/\$1000 of Assessed Value	Support \$0.20/\$1000 of Assessed Value	Neutral	Opposed	Don't Know
49 (12.9%)	67 (17.7%)	111 (29.3%)	45 (11.9%)	77 (20.3%)	30 (7.9%)

Note: The above table shows the responses received in the community survey. A separate table of responses from the Taste of Mequon Community Event is included later in this section.

Support for most options above was roughly equal between Mequon and Thiensville residents, except that Thiensville residents were substantially less in favor of the \$0.20/\$1,000 option, the highest number (-15%).

Corridor Improvements

Respondents were asked in which specific corridors they would like to see pedestrian and bicycle safety improvements. They were then given an opportunity to explain what they desired. The number one corridor for Mequon residents was Mequon Rd with nearly twice as much support as any other option. On the other hand, Thiensville residents indicated Freistadt Rd, Green Bay Rd, Cedarburg Rd, Mequon Rd, Highland Rd, and the OIT roughly equally.

Rank	Street Name	%
1	Mequon Road	58.8%
2	Cedarburg Road	36.4%
3	Ozaukee Interurban Trail	33.6%
4	Highland Road	33.3%
5	Green Bay Road	32.2%
6	Freistadt Road	30.8%
7	Donges Bay Road	27.4%
8	Port Washington Road	22.6%
9	Wauwatosa Road	19.8%
10	Range Line Road	19.3%
11	Lake Shore Drive	18.1%
12	River Road	15.8%
13	County Line Road	13.8%
14	Swan Road	8.2%
15	Bonniwell Road	7.6%
16	Pioneer Road	6.8%
17	Granville Road	4.8%
18	Division Street	4.8%
19	Wasaukee Road	4.2%
20	Buntrock Avenue	3.7%
21	Farmdale Road	3.1%

Both Division Street and Buntrock Avenue were not given as options, but several submitted them in the "other" portion of the question.

Corridor Improvements Sentiments

Mequon Road:

Respondents seem to view Mequon Road as very dangerous for pedestrians and cyclists. They dislike the volumes of traffic, and the high speeds. The existing infrastructure is deemed as either too narrow or not effective at enabling non-motorized traffic. There is strong desire to see an improved bicycle facility along this corridor as well as slower motorized traffic.

Direct quotes:

- ☞ "Unsafe for cyclists, yet it is the main way to cross the river or go east/west."
- ☞ "This road is so fast and busy that I would never try and bike in the street."
- ☞ "Impossible to cross walking, few intersections have lights."

Cedarburg Road:

Respondents seem to view Cedarburg Road as a great street to be on- if only they could access it safely. There is strong desire to have the street be more welcoming to access the businesses, but several respondents acknowledged the fact that the Interurban Trail runs adjacent to the street. There were many comments on possible infrastructure improvements.

Direct quotes:

- ☞ "Lots of activity there. Would be nice to access more safely."
- ☞ "...Interurban Trail is good alternative."
- ☞ "The intersection at Mequon Road could be improved..."

Ozaukee Interurban Trail:

Many respondents left comments on the Trail. The biggest concern is with the maintenance of the Trail; that there is not a smooth enough surface. The trail itself, respondents would like to see wider to accommodate safer passing, and lights to make the trail usable at night. Respondents would also like to see the Trail crossings made safer. Overall, respondents wished for improvements on the trail that would allow them to use it more frequently, safely, and conveniently.

Direct quotes:

- ... "The pavement is so broken up and bumpy I steer clear of it."
- ... "More access points with car parking."
- ... "Safer crossings - bridges or tunnels to cross busy roads would be ideal."

Highland Road

Respondents see this road as an opportunity. There are many great destinations along this corridor such as MATC, Oriole Lane Elementary School, Rotary Park, and Concordia University that they would love to be able to access via bike. Connecting facilities on this road to the Interurban Trail and improving them near these destinations would be greatly appreciated.

Direct quotes:

- ... "This would be a nice road to bicycle on. Not as much traffic and pleasant country road."
- ... "Connect the Interurban Trail to both Rotary Park and Concordia University."
- ... "Would like better/wider bike lanes."

Green Bay Road

The main concern is that this road is too narrow. Both bicyclists and motorists feel uncomfortable taking this road, since encountering each other requires dangerous maneuvers. Due to its winding and turning nature, bicyclists often surprise drivers. Due to its narrowness, bicyclists occupy the vehicle lane.

Direct quotes:

- ... "Wider road to incorporate bike lane or paved shoulders."
- ... "Road is narrow and does not allow for adequate room for passing automobiles."
- ... "Terrifying to see bikers try to bike this road."

Freistadt Road

Respondents seem to be confused as to why there is little to no pedestrian or bicycle facility on this road.

Direct quote:

- ... "This main corridor through Thiensville should be widened to accommodate bike/pedestrian lanes."

Donges Bay Road

Strong desire for an improved bicycle/pedestrian facility.

Direct quote:

- ... "School zone safety. Ability to walk to school safely."

Port Washington Road

Similar to Cedarburg Road, respondents wish to use the road but it lacks the facilities to enable them to do so. They believe it is an easy pick to address.

Direct quote:

- ... "So much commercial business and medical facilities, perfect to access by bike, but Port Washington is dangerous for bike riders due to speed and traffic. A separate trail system maybe?"

Wauwatosa Road

Respondents believe the neighborhoods which are accessed by this road are isolated by its lack of facilities. They desire connectivity to the rest of the community.

Direct quote:

“Mid-block connectivity to subdivisions.”

Range Line Road

Respondents believe this road is dangerous enough to warrant facility improvements.

Direct quote:

“I wish my kids could bike to school via Range Line, but it’s narrow, with no sidewalks. I would feel unsafe letting them bike on this road.”

Lake Shore Drive

Respondents report total lack of bike/ped infrastructure.

Direct quote:

“No bike lane, no space to ride safely on shoulder.”

River Road

Respondents identify this as a common road to see cyclists on, despite the lack of bike/ped infrastructure.

Direct quote:

“Popular for cyclists. No shoulder or bike lanes.”

County Line Road

Respondents identify lack of paved shoulder, desire a bicycle facility or designated space.

Direct quote:

“No shoulder to ride on.”

Swan Road

Respondents wished the trail alongside a portion of the road would extend all the way to Mequon Road. They were also concerned about the maintenance of the trail, and having it plowed so it could be used in the winter.

Direct quote:

“It would be great to have a sidewalk connecting Swan all the way to Mequon Road.”

Bonniwell Road

Respondents shared concern for the lack of accommodation for bikes, and judged the Interurban Trail crossing dangerous.

Direct quote:

“Going from the Interurban Trail to Mequon Park can be scary.”

Pioneer Road

Respondents report large amounts of traffic which does not slow down for pedestrians.

Direct quote:

“Long crossing for biking and walking, does not feel safe to cross.”

Granville Road

Desire for some sort of bicycle facility. Intersections with Mequon Road and Freistadt Road are seen as obstacles.

Direct quote:

“Paved shoulders would be greatly appreciated.”

Wasaukee Road

Respondents wish for some type of bicycle or pedestrian facility.

Direct quote:

“Narrow space to walk, deep ditches.”

Farmdale Road

Respondents acknowledge lack of bicycle or pedestrian facility.

Direct quote:

“Great road but no bike lanes or shoulder.”

Other Short Answer Questions

What do you feel is working/not working well with our pedestrian and bicycling infrastructure?

The respondents had a diverse range of opinions on the infrastructure within Mequon and Thiensville. The biggest champion for the respondents was the Interurban Trail, a commonly recognized crucial asset for the community. Recognizing this, respondents hope for its continued improvement, and use it as a reference for judging the rest of the infrastructure in the community.

“The fact city government is asking for comment and input indicates it is concerned and sees value in improving quality of life infrastructure within the city. I think this is great.”

Respondents would like the trail crossings to be safer, and for it to be lit at night. They also feel that there is a distinct lack of strong east-west connections, compared to the very robust north-south Interurban trail.

“We only really have one dedicated bicycle path - the Interurban trail. How are we supposed to get from the East side to the West side?”

“New trail crossing at Mequon road was a great improvement.”

“The bike trail is great before dark. Please put-up lights. It’s very unsafe after dark.”

“Where roadways cross the interurban trail is not highly visible to drivers and they don’t slow down to look.”

Overall, there is a large call for pedestrian and bicycle facilities everywhere. Nearly every corridor that was identified had very little infrastructure for non-motorized traffic, not even sidewalks. Respondents were unanimous in requesting simply dedicating space for bicycle or pedestrian traffic, with the most common request being to pave the shoulders of streets.

“Better planning of neighborhoods where numerous points of access, such as a grid pattern, exist would help.”

“Thiensville is pleasant to walk through- sidewalks make a huge difference.”

Respondents reported that there are many cyclists and people walking already who could benefit from improved infrastructure. Many also stated they would love to walk or bike if they felt safer or if there was space for them on the street.

“We have a great bike trail that Mequon is lucky to have run through it. We should create greater access for residents of Mequon to access it.”

“Vehicles do not seem to respect pedestrians or bicyclists.”

If you have any additional feedback, please share below.

Thank you! Dozens of respondents gave their thanks for the chance to provide input.

“Thank you for your efforts to improve our community and make it more walkable.”

“I love to see people out and about, walking and biking.”

A common concern seemed to be with trail etiquette.

Whether it be passing, sharing the trail, crossing streets, or even the rise in electric bikes, respondents wished for education on these concerns so that the existing infrastructure can be used by all safely.

“E-bikes, especially those with a throttle or non-pedal assist need to be addressed on our pedestrian path.”

Many respondents wished to see existing infrastructure improved and given new amenities such as lights at night, water fountains, trees for shade, or better street crossings.

“Please put in sidewalks and streetlights!”

“Keep improving existing infrastructure, and add new infrastructure thoughtfully.”

“It was unfortunate that the majority of trees were cut down on the interurban trail.”

“Improved pedestrian/bike access near the schools is my primary concern.”

Appearing throughout the entire survey, but especially highlighted here, was the desire for better infrastructure surrounding schools. Parents would like their children to be able to walk or bike to school but do not feel safe letting them do so.

Walking and Bicycling to School

234 respondents (64%) indicated having children. When asked whether their child walks or bikes to school, only 4% indicated “Yes” and 11% indicated “Sometimes.” Of those who responded “No,” 33% indicated because it is unsafe

and 15% indicated they live too far. 37% indicated “Other” and entered responses that included their children being too young or old for school, attending private school in another community, or the child living outside the household with another guardian.

If a safe path existed for walking and bicycling to school, 68% indicated they would be open to their child walking or bicycling to school and another 23% indicated they maybe would be open to it. Only 9% indicated they would still not be open to it, and this may be due to other reasons such as distance or going to school in another community.

Accessibility

Mobility aid users (and guardians of mobility aid users) were asked how satisfied they were with the current pedestrian and bicycling infrastructure. The question received 24 responses:

- Very satisfied: 4%
- Somewhat satisfied: 25%
- Neutral: 42%
- Dissatisfied: 21%
- Very dissatisfied: 8%

Taste of Mequon Community Event Feedback



▲ Booth at the Taste of Mequon community engagement event.

The project team hosted a booth at the Taste of Mequon event, providing a venue to obtain additional feedback in person on Saturday, September 7, 2024. The booth was open to the public from 12p-8p and it is estimated that about 80 people interacted with staff at the display tent.

Information about the project and engaging questions were included as part of the display booth as a way to:

- Bring awareness to this current project,
- Obtain additional responses to the online survey, and
- Obtain general feedback on in-person exhibits at the display booth.

There were four steps they could participate in:

See Appendix E for the raw display board responses. Below is a summary of key sentiments:

How did you get here today?				
Walked	Biked	Drove Alone	Carpooled	Something Else
28 (25.6%)	21 (19.2%)	10 (9.17%)	42 (38.5%)	8 (7.3%)

Routes you would like to walk or bike, but can't?

The complete map of responses can be found in Appendix E.

The main destination many visitors selected was downtown Mequon. The origins of these trips came from various places across the community, but the lines drawn by the visitors between them and their destinations highlighted some high demand corridors.

Mequon Road was most certainly the corridor highlighted by many as a desired path. Secondly, roads like Donges Bay Road and Port Washington Road found themselves highlighted frequently as well. Specifically, people expressed concern about the lack of a safe east/west route. They are not comfortable riding on Mequon Road either on the road or sidewalk. On the map in Appendix E, a commenter drew a route between Port Washington Road and downtown Thiensville via a route through subdivisions starting at Homestead Trail. The commenter mentioned that his group of bikers regularly uses this route, and while it is difficult to follow, signage could make it an acceptable east/west alternative.

Several residents on the east side mentioned that they would love to access the Ozaukee Interurban Trail via Donges Bay Road. This would require a bridge over the river just west of River Road, connecting the severed Donges Bay Road.

On the map in Appendix E, you will see routes drawn along Lake Shore Drive from Donges Bay north to Concordia University. This is a well-traveled bike route with narrow shoulders. Several comments were made that it needs to be

wider to provide safe travel for bikers. They do not feel it is a safe north/south route.



▲ Booth at the Taste of Mequon community engagement event.

What bike and pedestrian improvements do you want to see?

There were multiple common themes amongst the comments on this step. The biggest concern for commenters was crossing streets, whether it be trail crossings, at intersections, or just trying to get over the street. They mentioned flashing lights, signage, bridges, anything to make it safer.

A few riders mentioned that Highland Road is okay for riding except for the stretch from Port Washington Road to Oriole Lane. They liked the new bike lane over the interchange, but it ends abruptly at Port Washington Road and takes you on a narrow, raveled shoulder.

A group of parents expressed safety concerns about their children crossing Highland Road from River Road to access Rotary Park. They are excited about the new shared trail but want to make sure their children can safely get across Highland Road.

Several walkers who use the trail to commute to the center of Mequon complained that bikers do not announce their presence, and pass at high speeds on the Ozaukee Interurban Trail. Bikers who use the trail, on the other hand, complained that walkers walk two abreast down the center of the trail.

Additionally, commenters mentioned a few common facilities they would like to see. Sidewalks and off-road paths were mentioned the most as desired infrastructure in the community. Bike lanes made a couple of appearances

in discussion as well. There seems to be a shared desire for these facilities.

Would you support a tax increase for pedestrian and bicycle improvements?					
Support \$0.05/ \$1000 of Assessed Value	Support \$0.10/ \$1000 of Assessed Value	Support \$0.20/ \$1000 of Assessed Value	Neutral	Opposed	Don't Know
5 (13.5%)	8 (21.6%)	22 (59.5%)	2 (5.4%)	0 (0%)	0 (0%)

Note: The above table is limited to responses received at the Taste of Mequon community event. A separate table of responses from the community survey is included earlier in this section.

Stakeholder Engagement

As part of the planning process, GRAEF conducted meetings with a variety of different public and private stakeholders outside of Mequon and Thiensville. This included the following entities: SEWRPC, Ozaukee County, Milwaukee County, Route of the Badger, MT Trails Foundation, Bayside, Brown Deer, Cedarburg, and Germantown. The information gathered as part of this engagement helped to inform the recommendations of this plan.

Existing Conditions

Existing Bicycle & Pedestrian Facilities

Mequon-Thiensville's network of bicycle and pedestrian facilities consists of a mix of facility types that reflect the varied landscape and development patterns of the community. Ranging from rural to urban conditions, the community requires different facility types for different purposes and contexts.

Existing Bike & Pedestrian Facilities

The Existing Bike & Pedestrian Facilities Map on the following page shows all the existing bike and pedestrian facilities in the Mequon-Thiensville community. They are separated by on-street facilities: facilities that exist within the roadway travel area; and off-street facilities: facilities that exist beyond the curb or shoulder of the roadway and are separated. On-street facilities consist of paved shoulders and bike lanes. Few bike lanes exist within the community, and most on-street facilities are paved shoulders. Off-street facilities consist of sidewalks, shared-use paths, sidepaths, and unpaved trails. Each type of facility is organized by its width, with significant variation in widths across the community. Different types of facilities are more prominent in different areas of the community. These differences are described in the following paragraphs:

Rural Roads

More rural roadways, such as Green Bay Rd, N Lake Shore Dr, W Freistadt Rd, and W Donges Bay Rd include paved shoulders. These corridors tend to have lower traffic volumes and are used by the community for recreational walking and bicycle use. Many paved shoulders are in moderate disrepair or are inadequate width to accommodate safe pedestrian and bicyclist use.

Urban/Suburban Streets

Some busier streets like Port Washington Rd, Highland Rd, and Pioneer Rd have received some further improvements such as sidewalks and bike lanes for a portion of the corridor. These improvements are relatively recent, and many gaps exist between these facilities. Main streets in business districts such as along Mequon Rd and throughout Downtown Thiensville typically include sidewalks. Sidewalks

in Mequon-Thiensville allow bicycle use as long as there is no other dedicated bicycle facility present, and bicyclists must give way to pedestrians.

Ozaukee Interurban Trail

The heart of Mequon-Thiensville's bicycle and pedestrian network is the Ozaukee Interurban Trail (OIT) that runs north-south through the community along a railroad and utility corridor adjacent to the Milwaukee River and Pigeon Creek. The OIT connects through to the Oak Leaf Trail (Milwaukee County). The OIT provides regional trail access to hundreds of miles of trails across southeastern Wisconsin communities with minimal interactions with mixed traffic except at street crossings. This world-class trail system drives much of the demand for improved bicycling and pedestrian facilities in Mequon-Thiensville, especially for east-west connections to and from the trail connecting to recreational assets such as parks and waterfronts and residential areas. Over time, the OIT pavement has degraded and needs additional signage and crossing improvements to continue serving the needs of the community.

Routes to Schools

Another major driver for bicycle and pedestrian facility demand is local school access. Many residential areas in the community are within short walking distance of a local school but lack safe facilities with which to walk safely and cross busy streets. Most streets with schools do not include sidewalks or any dedicated bicycle facilities.

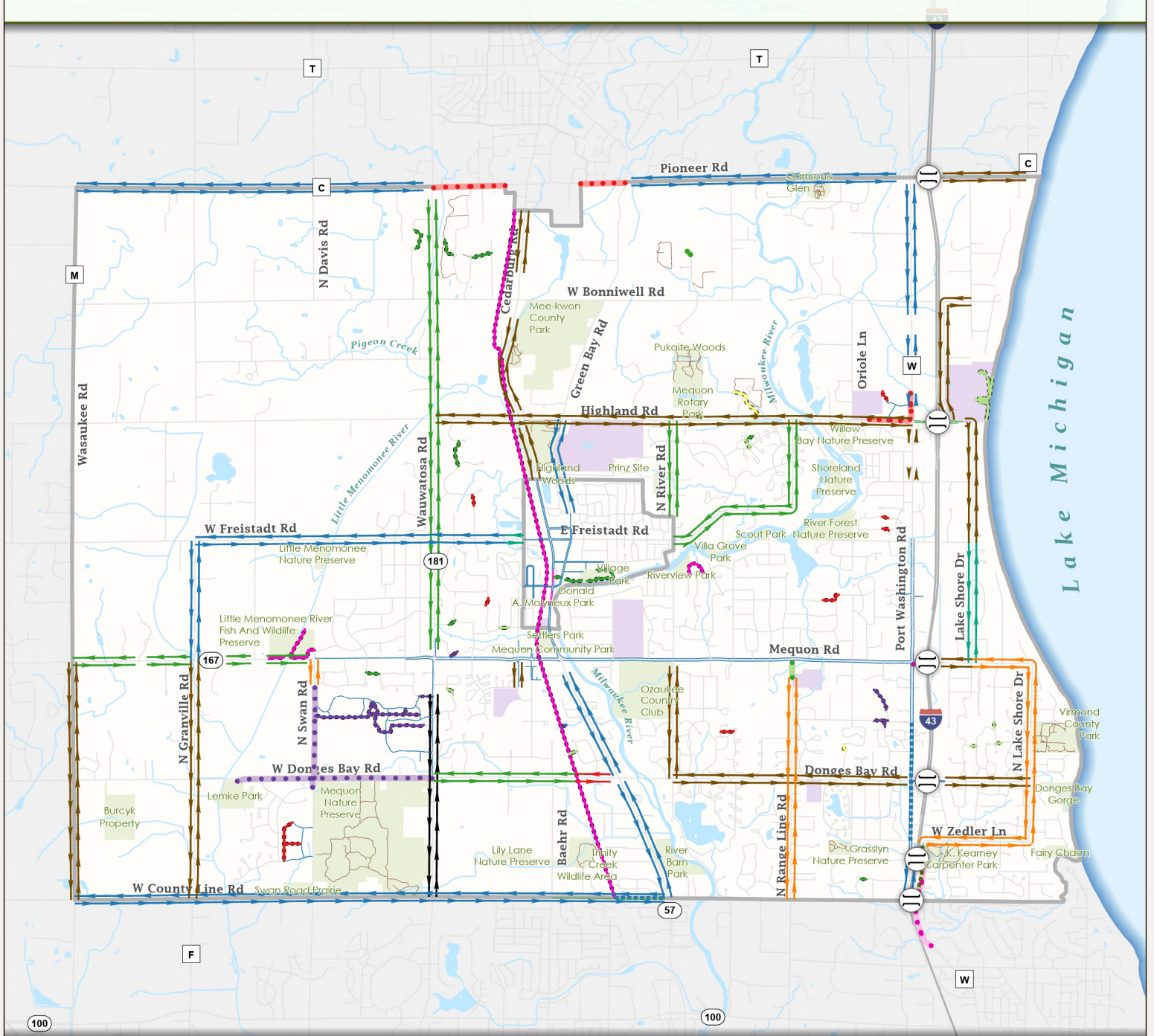
Internal Path Networks

Many parks and residential neighborhood subdivisions contain dedicated internal pathways suitable for shared pedestrian and bicycle use. Most of these do not connect directly to dedicated facilities on local or arterial roads, limiting their usefulness for trips extending beyond the isolated pathway. However, these facilities present dispersed opportunities to bridge gaps and create continuous connections throughout the community.

Neighborhood Streets

Most local, residential streets are suitable for pedestrian and bicyclist use as a "yield roadway" where traffic volumes are low and streets are not laid out as through-streets, encouraging motorists to yield to pedestrians and bicyclists

Existing Bicycle & Pedestrian Facilities



On-Road

Paved Shoulder

- 1ft - 2ft
- 2ft - 3ft
- 3ft - 4ft
- 4ft
- 5ft
- 8ft
- 12ft

Bike Lane

- 4ft
- 6ft

Off-Road

Sidewalk

- 5ft
- 6ft
- 10ft

Shared-Use Path

- 5ft
- 6ft
- 7ft
- 8ft
- 9ft
- 10ft

Sidepath

- 5ft
- 8ft
- 9ft
- 10ft

Unpaved Trail

- Width Varies

- Overpass/Underpass with Bike Lanes & Sidewalks

GRAEF

Data Source:
Bike & Ped Data - GRAEF
Basemap Data - Ozaukee County



1.2 Miles
1 in = 1.2 mi

along the roadway. However, as traffic volumes increase on some streets due to increased development and vehicle miles traveled on the street, there is a need to pursue enhanced safety features on these streets. Without improved safety features and facilities, traffic on these streets risks discouraging walking, biking, and generally getting out into the community.

Outside Connections

Several features of Mequon-Thiensville make it attractive for walking and bicycling trips into and out of the community:

- Regional connections via the Ozaukee Interurban Trail,
- Access to Lake Michigan and the Milwaukee River,
- Shared borders with the City of Milwaukee, Village of Brown Deer, Village of Bayside, Village of Germantown, and the City of Cedarburg,
- Planned connections identified by adjacent municipalities, counties, and the Southeastern Wisconsin Regional Planning Commission (SEWRPC),
- Entertainment, retail, and recreational destinations across the community.

These features are opportunities for existing and future facilities to connect people and provide mobility and access to more destinations. Existing facilities and plans for future facilities across municipal boundaries make it important to coordinate development and planning to ensure these connections are effective and serve the needs of the broader community.

Bicycle & Pedestrian Counts

Pedestrian and bicyclist movement counts were collected for seven intersections within Mequon-Thiensville — see Data Collection Locations map. Intersections were selected based on public input from survey data and guidance from the project team and Joint Mequon-Thiensville Bike & Pedestrian Commission. Data was collected at the following intersections on the weekday of October 10th, 2024, from 6-9AM and 3-6PM. Weather conditions were mild and sunny. Below is a summary of each of the intersections with the number of pedestrians/bicyclists and crosswalk information.

The results of these counts should not be used to determine whether a given roadway merits additional pedestrian and bicycle accommodations. Instead, they may be used as one item that informs the existing conditions and to show potential for improvements. The counts conducted represent a baseline for continued data collection and comparison to future conditions. Using this data, follow-up counts may be conducted in the future to see if a change in volumes occurs.

1) Green Bay Road & Freistadt Road

Mode	Period:		
	AM Peak (6:45 – 7:45)	PM Peak (4:15 – 5:15)	Total (6:00 – 9:00AM & 3:00 – 6:00PM)
Pedestrians	15	26	88
Bicycles	0	15	26

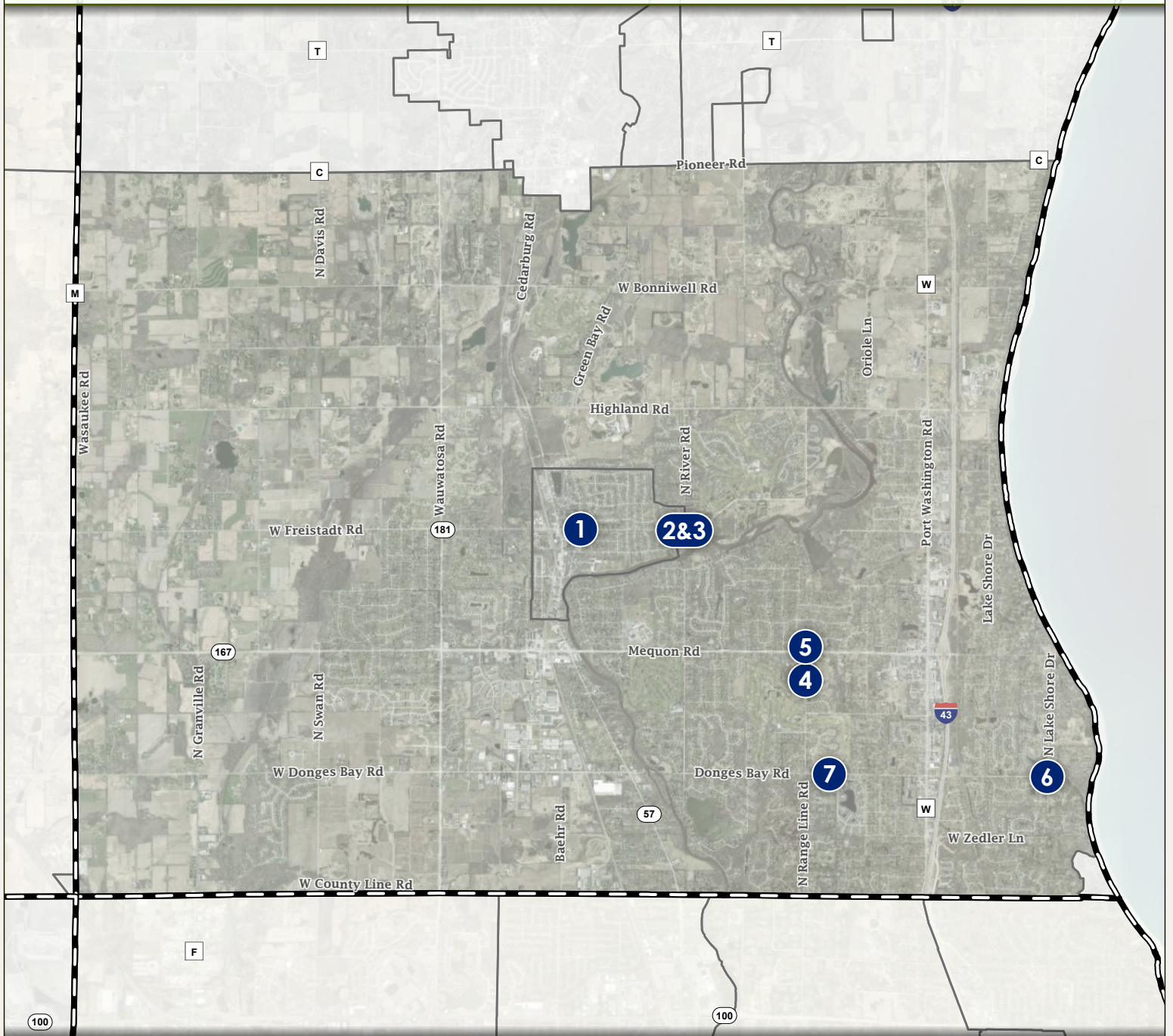
- **Crosswalk with Highest Total Volume:** West Approach (E Freistadt Road), with 41 pedestrians and 7 bicyclists
- **Crosswalk with Highest Peak Hour Volume:** West Approach (E Freistadt Road), with 11 pedestrians and 4 bicyclists

2) Freistadt Road & River Road

Mode	Period:		
	AM Peak (8:00 – 9:00)	PM Peak (4:30 – 5:30)	Total (6:00 – 9:00AM & 3:00 – 6:00PM)
Pedestrians	4	4	17
Bicycles	3	6	17

- **Crosswalk with Highest Total Volume:** North Approach (River Road), with 6 pedestrians and 5 bicyclists
- **Crosswalk with Highest Peak Hour Volume:** North Approach (River Road), with 4 bicyclists

Data Collection Locations



Legend

-  Data Collection Locations
-  Municipal Boundaries
-  County Boundaries

ID Intersection

- 1 Freistadt Rd/Green Bay Rd Intersection
- 2 Freistadt Rd/River Rd Intersection
- 3 Freistadt Rd/Riverview Dr Intersection
- 4 Range Line Rd Crosswalk for Middle School
- 5 Range Line Rd/Mequon Rd Intersection
- 6 Donges Bay Rd/Lake Shore Dr Intersection
- 7 Donges Bay Rd and Center Elementary School Driveway

GRaEF

Data Source:
Data Collection Locations - GRAEF
Basemap Data - Ozaukee County



1.2 Miles
1 in = 1.2 mi

3) Freistadt Road & Riverview Drive

Mode	Period:		
	AM Peak (8:00 – 9:00)	PM Peak (4:30 – 5:30)	Total (6:00 – 9:00AM & 3:00 – 6:00PM)
Pedestrians	1	4	13
Bicycles	3	6	17

- **Crosswalk with Highest Total Volume:** South Approach (Riverview Drive), with 3 pedestrians and 8 bicyclists
- **Crosswalk with Highest Peak Hour Volume:** South Approach (Riverview Drive), with 4 bicyclists

4) Range Line Road Crossing at Range Line Schools

Mode	Period:		
	AM Peak (6:45 – 7:45)	PM Peak (4:00 – 5:00)	Total (6:00 – 9:00AM & 3:00 – 6:00PM)
Pedestrians	0	2	3
Bicycles	3	4	12

- **Crosswalk with Highest Total Volume:** North Approach (N Range Line Road), with 5 bicyclists & West Approach (sidewalk), with 1 pedestrian and 4 bicyclists
- **Crosswalk with Highest Peak Hour Volume:** North Approach (N Range Line Road), with 2 bicyclists

5) Mequon Road & Range Line Road

Mode	Period:		
	AM Peak (6:45 – 7:45)	PM Peak (5:00 – 6:00)	Total (6:00 – 9:00AM & 3:00 – 6:00PM)
Pedestrians	2	3	14
Bicycles	7	10	27

- **Crosswalk with Highest Total Volume:** South Approach (N Range Line Road), with 6 pedestrians and 8 bicyclists
- **Crosswalk with Highest Peak Hour Volume:** South Approach (N Range Line Road), with 4 bicyclists

6) Donges Bay Road & Lake Shore Drive

Mode	Period:		
	AM Peak (8:00 – 9:00)	PM Peak (3:45 – 4:45)	Total (6:00 – 9:00AM & 3:00 – 6:00PM)
Pedestrians	5	8	28
Bicycles	2	14	29

- **Crosswalk with Highest Total Volume:** East Approach (E Donges Bay Road), with 16 pedestrians and 9 bicyclists
- **Crosswalk with Highest Peak Hour Volume:** North Approach (N Lake Shore Drive), with 4 pedestrians and 4 bicyclists
- 22 of the 57 pedestrian/bicyclists (38.6%) entered the intersection in the evening peak hour.

7) Donges Bay Road & Donges Bay Elementary School Center Driveway

Mode	Period:		
	AM Peak (8:00 – 9:00)	PM Peak (5:00 – 6:00)	Total (6:00 – 9:00AM & 3:00 – 6:00PM)
Pedestrians	8	0	16
Bicycles	5	12	23

- **Crosswalk with Highest Total Volume:** South Approach (School Driveway), with 5 pedestrians and 11 bicyclists
- **Crosswalk with Highest Peak Hour Volume:** South Approach (School Driveway), with 11 bicyclists
- The crossing on the east approach was one less ped/bike than the south approach, however the south approach had 10 bicyclists traveling together cross all at once making it higher than the east approach. There were many parents that were dropping and picking up their kids from the school from the neighborhood to the north of W Donges Bay Road and were crossing on the east side of the intersection.

Bicycle & Pedestrian Crash Analysis

Crashes have varying levels of severity ranging from Fatal to No Apparent Injury. Descriptions of the various levels of severity for a crash are presented below from the Law Enforcement Officer's Instruction Manual:

K — Fatal: Any injury received in a traffic accident which results in death within 30 days of the accident.

A — Incapacitating Injury: Any injury other than a fatal injury which prevents the injured person from walking, driving, or from performing other activities which he/she performed before the accident.

B — Non-incapacitating Injury: Any injury, other than fatal or incapacitating, which is evident at the scene. Evidence of injury may include known symptoms an injury which are not directly observable.

C — Possible Injury: Any injury which is not observable or evident at the scene but is claimed by the individual or suspected by the law enforcement officer.

PDO — Property Damage/No Apparent Injury: No apparent injury to the operator, may have damaged property.

There were 33 crashes — 23 bike crashes and 10 pedestrian crashes — with motor vehicles reported within the 2019-2023 study period in the City of Mequon and Village of Thiensville. 32 of the crashes included injuries and one had no injury reported. A plot of the locations of the bicycle

and pedestrian crashes is included in the Bike & Pedestrian Crash Data 2019-2023 map. Included below is a summary of the severity of the crashes:

- Seven (7) of the thirty-three (33) crashes had an Incapacitating Injury (A)
- Twenty (20) of the thirty-three (33) crashes had a Non-Incapacitating Injury (B)
- Five (5) of the thirty-three (33) crashes had a Possible Injury (C)
- One (1) of the thirty-three (33) crashes had No Apparent Injury (PDO)

Crash data was provided by the Traffic Operations and Safety (TOPS) Laboratory at the University of Wisconsin-Madison. The map includes only those crashes reported to the police.

The majority of crashes occurred at intersections or within parking lots at commercial areas and three crashes occurred within residential neighborhoods.

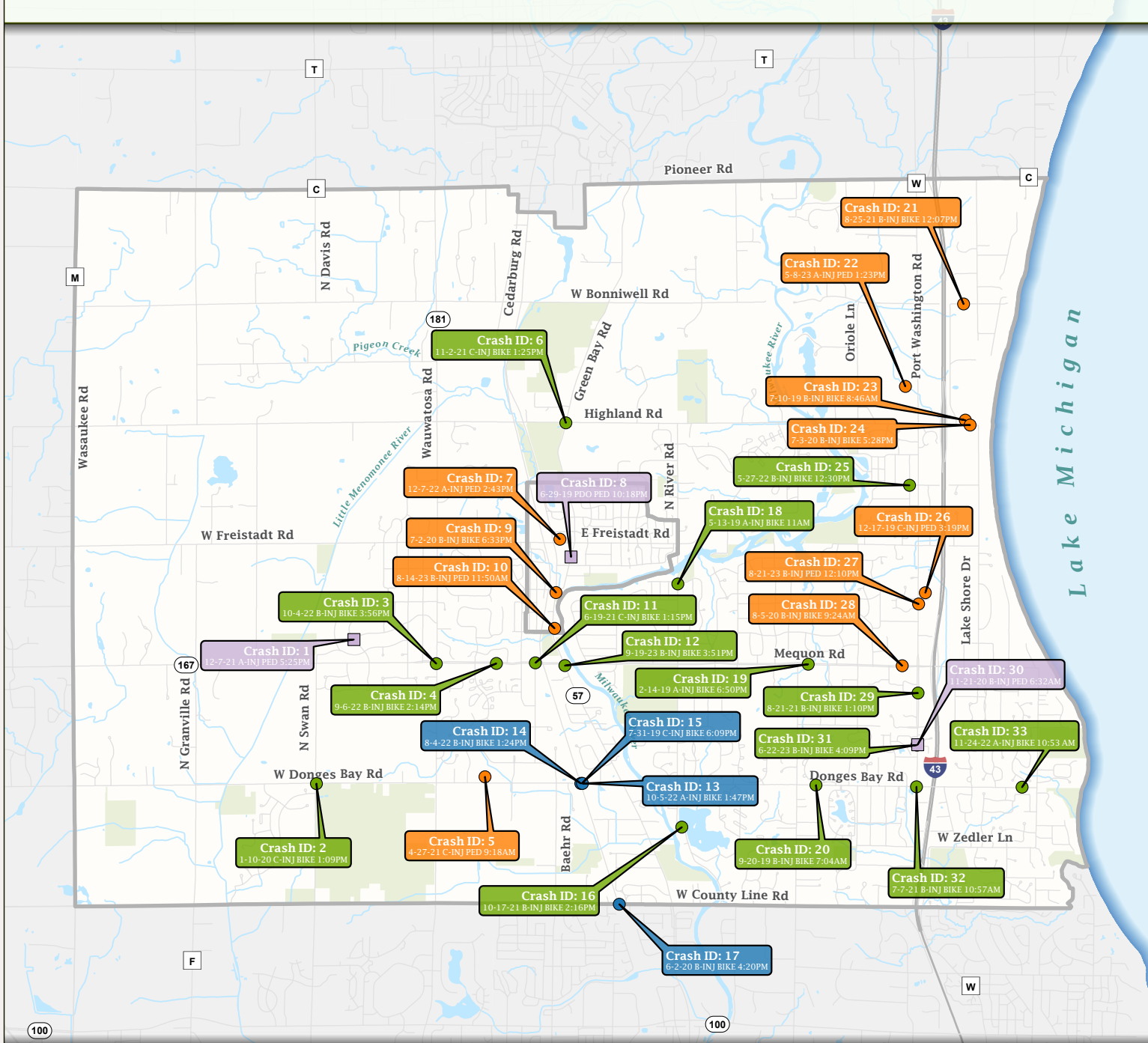
Pedestrian Crashes (2019-2023)						
Year	K (Fatality)	A INJ	B INJ	C INJ	PDO	Total
2019				1	1	2
2020			1			1
2021		1		1		2
2022		1				1
2023		1	2			3
Total	0	3	3	2	1	9

Bicycle Crashes (2019-2023)						
Year	K (Fatality)	A INJ	B INJ	C INJ	PDO	Total
2019		2	3			5
2020			4	1		5
2021			4	2		6
2022		2	4			6
2023			2			2
Total	0	4	17	3	0	24

Bike Crashes		
Segment	Intersection	Parking Lot
7	16	1

Pedestrian Crashes		
Segment	Intersection	Parking Lot
2	2	5

Bike & Pedestrian Crash Data 2019-2023



Legend

Crash Type

- Bike Crash at a Trail Crossing the Roadway
- Bike Crash on Roadway/Intersection
- Bike/Ped Crash in parking lot/driveway entrance
- Ped Crash on Roadway/Intersection

GRaEF

Data Source:
Crash Data - UW Madison
Traffic Operations & Safety Lab
Basemap Data - Ozaukee County



1.2 Miles
1 in = 1.2 mi

Existing Plans

Summary of Other Jurisdictional Plan Recommendations

Several planned facilities by surrounding municipalities, counties, SEWRPC, and the Rails to Trails Conservancy exist in and around the planning limits. Many of these jurisdictions have plans that include the same facility with minimal, to no, differences. These plans may call recommended facilities by different names or recommend different designs, but their general alignments are consistent:

- 2020 SEWRPC Vision 2050 Update
- 2024 Ozaukee County Park and Open Space Plan
- 2023 Milwaukee County Northwest Side Trail Connections Plan

- 2019 Rails to Trails Conservancy Route of the Badger Plan
- 2024 Brown Deer CORP
- 2024 Germantown Trail Master Plan
- 2019 Washington County Bikeway & Trail Network Plan

Below is a summary of these plans' recommendations:

Planned Corridor #1: Little Menomonee Regional Trail

Facility Type: Off-street multi-use trail (regional)

Alignment: Runs along the Little Menomonee River with small sections potentially aligned with local neighborhood streets. Terminates at the Ozaukee Interurban Trail at a WE Energies Power Station ½ mile north of Highland Rd.

Planning Considerations: Coordinate future connections to this trail at the intersection of County Line

Other Jurisdictional Plan Recommendations

Planned Corridors:	Rails to Trails Conservancy Route of the Badger Plan (2019)	Washington County Bikeway & Trail Network Plan (2019)	SEWRPC Vision 2050 Update (2020)	Milwaukee County Northwest Side Trail Connections Plan (2023)	Ozaukee County Park and Open Space Plan (2024)	Brown Deer Comprehensive Outdoor Recreation Plan (2024)	Germantown Trail Master Plan (2024)
1. Little Menomonee Regional Trail	✓		✓	✓	✓		
2. Oak Leaf Trail - Zip Line Trail: Kohl Park Segment	✓		✓	✓			
3. Granville Rail with Trail	✓		✓	✓			
4. County Line Road Bike Facilities	✓		✓	✓			
5. Wauwatosa Road/N 76th St (STH 181) Bike Facilities			✓				
6. Baehr Road/60th Street Bike Facilities			✓			✓	
7. Milwaukee River Trail						✓	
8. Mequon Road (STH 167) Bike Facilities			✓				
9. Freistadt Road Bike/Ped Facilities	✓	✓	✓				✓
10. Little Menomonee River – East-West Extension					✓		
11. Donges Bay Sidepath							✓
12. Donges Bay Bike/Ped Bridge			✓				

Rd/Tamerlane Dr with Milwaukee County. Coordinate connection of this trail with the Ozaukee Interurban Trail including exploration of alternative connection points (Highland Rd).

Planned Corridor #2: Oak Leaf Trail – Zip Line Trail: Kohl Park Segment

Facility Type: Off-street multi-use trail (regional)

Alignment: Runs along environmental features from AC Hanson Park to the south, north through an overhead utility easement, then northwest to the intersection of County Line Rd/Wauwatosa Rd (STH 181). An additional spur continues west to the Mequon Nature Preserve, then continues west further south to connect to the Oak Leaf Trail (“Menomonee Line”) in Milwaukee County.

Planning Considerations: This is a funded trail segment slated for construction in 2025 by Milwaukee County. Explore future connections to this trail at the intersection of County Line Rd/Wauwatosa Rd with Milwaukee County.

Planned Corridor #3: Granville Rail with Trail

Facility Type: Off-street multi-use trail (regional)

Alignment: Runs along the Canadian National Railway, an active rail line from the southwest corner of Mequon northwest into Washington County. At least one plan also shows the trail alignment running southeast from this point into Milwaukee County.

Planning Considerations: Milwaukee County states that the likelihood of this trail being developed is low. Coordinate with Milwaukee County, Washington County, the Rails to Trails Conservancy, and potentially the Canadian National Railroad for future connections.

Planned Corridor #4: County Line Road Bike Facilities

Facility Type: Off-street multi-use trail (regional); curb-protected on-street bike lanes

Alignment: Runs along County Line Rd between Wasaukee Rd and the Menomonee Line at Tamerlane Dr. Side of street and facility type not determined.

Planning Considerations: This segment is a planned regional link between the Menomonee Line and the Oak Leaf Trail/Ozaukee Interurban Trail. An off-street facility is likely preferred; however, a curb-protected bike lane on either side of the street may be preferable depending on the trail conditions on either end. Coordinate with Milwaukee

County and the Rails to Trails Conservancy to determine facility design.

Planned Corridor #5: Wauwatosa Road/N 76th St (STH 181) Bike Facilities

Facility Type: On-street enhanced bicycle facility (such as protected bike lane, separate path within road right-of-way, or a buffered bike lane.)

Alignment: Runs along Wauwatosa Rd (STH 181) from past County Line Rd to Mequon Rd to the north.

Planned Corridor #6: Baehr Road/60th Street Bike Facilities

Facility Type: On-street bike lane

Alignment: Runs along 60th St to intersection of County Line Rd/Baehr Rd at Mequon limits. Does not extend into Mequon.

Planning Considerations: Coordinate with the Village of Brown Deer for facility design plans for the bike lanes on 60th Street. Consider designing facilities at a similar level of comfort extending north along Baehr Rd along corridors identified by SEWRPC.

Planned Corridor #7: Milwaukee River Trail

Facility Type: Off-street multi-use trail

Alignment: Runs along the west side of Milwaukee River north to the intersection of County Line Rd/Fairfield Rd.

Planning Considerations: Coordinate with the Village of Brown Deer for updates about the future construction of this planned trail facility.

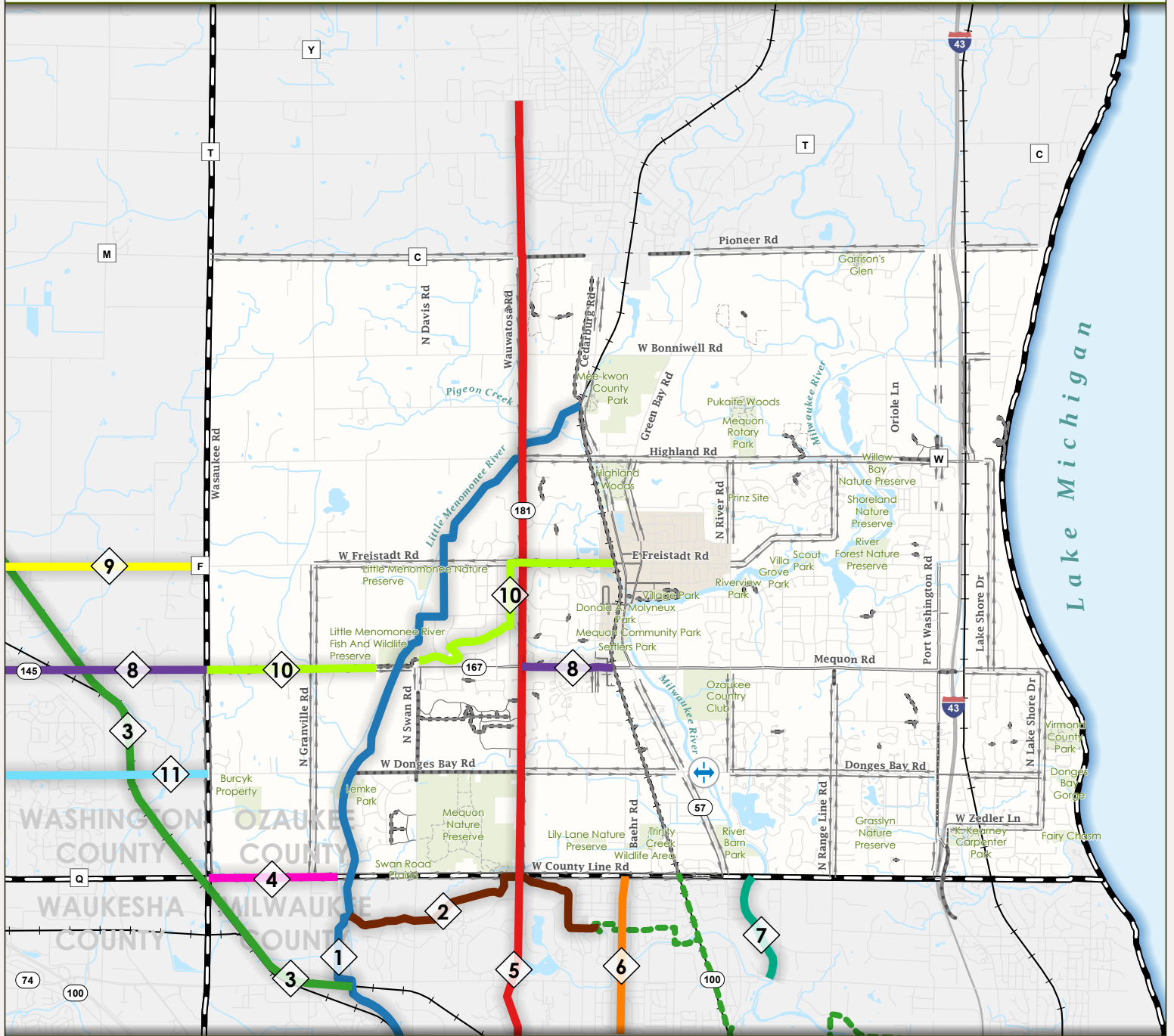
Planned Corridor #8: Mequon Road (STH 167) Bike Facilities

Facility Type: On-street enhanced bicycle facility (such as protected bike lane, separate path within road right-of-way, or a buffered bike lane.

Alignment: Runs along Mequon Rd to Wasaukee Rd at Mequon limits (Germantown Trail Plan) and east between Wauwatosa Rd (STH 181) to the Ozaukee Interurban Trail (SEWRPC).

Planning Considerations: Determine preferred facility type and recommended design for transition from on-street facilities to Ozaukee Interurban Trail including wayfinding signage and safety improvements. Coordinate connections across Wasaukee Rd with the Village of Germantown.

Neighboring Jurisdiction Trail Plans



Legend

- | | |
|---|---|
| 1. Little Menomonee Regional Trail | 7. Milwaukee River Trail |
| 2. Oak Leaf Trail - Zip Line | 8. Mequon Road (STH 167) Bike Facilities |
| 3. Granville Rail with Trail | 9. Freiestadt Road Bike/Ped Facilities |
| 4. County Line Road Bike Facilities | 10. Little Menomonee River: East-West Extension |
| 5. Wauwatosa Road/N 76th St (STH 181) Bike Facilities | 11. Donges Bay Rd Bike/Ped Facilities |
| 6. Baehr Road/60th Street Bike Facilities | 12. Donges Bay Bike/Ped Bridge |

Existing Bike & Pedestrian Facilities

- Bike Lane
- ===== Paved Shoulder
- Shared-Use Path
- Sidepath
- Sidewalk
- Unpaved Trail
- Oak Leaf Trail

GRAEF

Data Source:
Neighboring Trail Plans - GRAEF
Basemap Data - Ozaukee County



1.4
Miles
1 in = 1.4 mi

Consider continuing the facilities between these two separate spans.

Planned Corridor #9: Freistadt Road Bike/Ped Facilities

Facility Type: Combination of on-street bike lane and off-street sidepath

Alignment: Runs along Holy Hill Road in Richfield, angles south along planned Goldendale Trail (Village of Germantown 2025 project), then runs parallel to Freistadt Road until Wasaukee Road.

Planning Considerations: Washington County identifies this corridor as a “priority corridor.” Coordinate with Washington County and Village of Germantown on future construction of this planned facility and potential extension into Mequon. Connections desired by the Village of Germantown to connect from this point to the Ozaukee Interurban Trail.

Planned Corridor #10: Little Menomonee River – East-West Extension

Facility Type: Combination of on-street bike lane and off-street sidepath along existing streets within the right-of-way outlined in County Park and Open Space Plan

Alignment: Runs along Mequon Rd east to N Swan Rd, north along N Poplar Dr, N Meadowbrook Dr, W Hillview Dr, and Solar Ave connecting to W Freistadt Rd continuing east to the Ozaukee Interurban Trail.

Planning Considerations: Coordinate with Ozaukee County for the development of this trail facility.

Planned Corridor #11: Donges Bay Sidepath

Facility Type: Sidepath

Alignment: Either on the north or south of Donges Bay Road extending west from Wasaukee Road.

Planning Considerations: Coordinate with the Village of Germantown to determine the placement of the sidepath on the north or south of Wasaukee Road.

Planned Corridor #12: Donges Bay Bike/Ped Bridge

Facility Type: Non-vehicular bike/ped bridge over the Milwaukee River

Alignment: Bike/ped trail with bridge connecting Donges Bay Road from North River Road to Cedarburg Road.

Planning Considerations: Coordinate with SEWRPC and Ozaukee County on funding opportunities.

SEWRPC Vision 2050 Bike/Pedestrian Plan

The SEWRPC Vision 2050 is a living planning document that is regularly updated, providing a high-level vision for regional planning initiatives, including bicycling and pedestrian networks. The plan mostly focuses on regional facilities which leads to recommendations that primarily focus on arterial streets and regional trail facilities that connect across jurisdictions.

SEWRPC’s Vision 2050 bicycling and pedestrian recommendations for facility development in Mequon-Thiensville focus on three types of recommendations:

1. Off-street paths (trails)
2. Arterial streets with bicycle accommodations
3. Enhancements to existing bicycle facilities

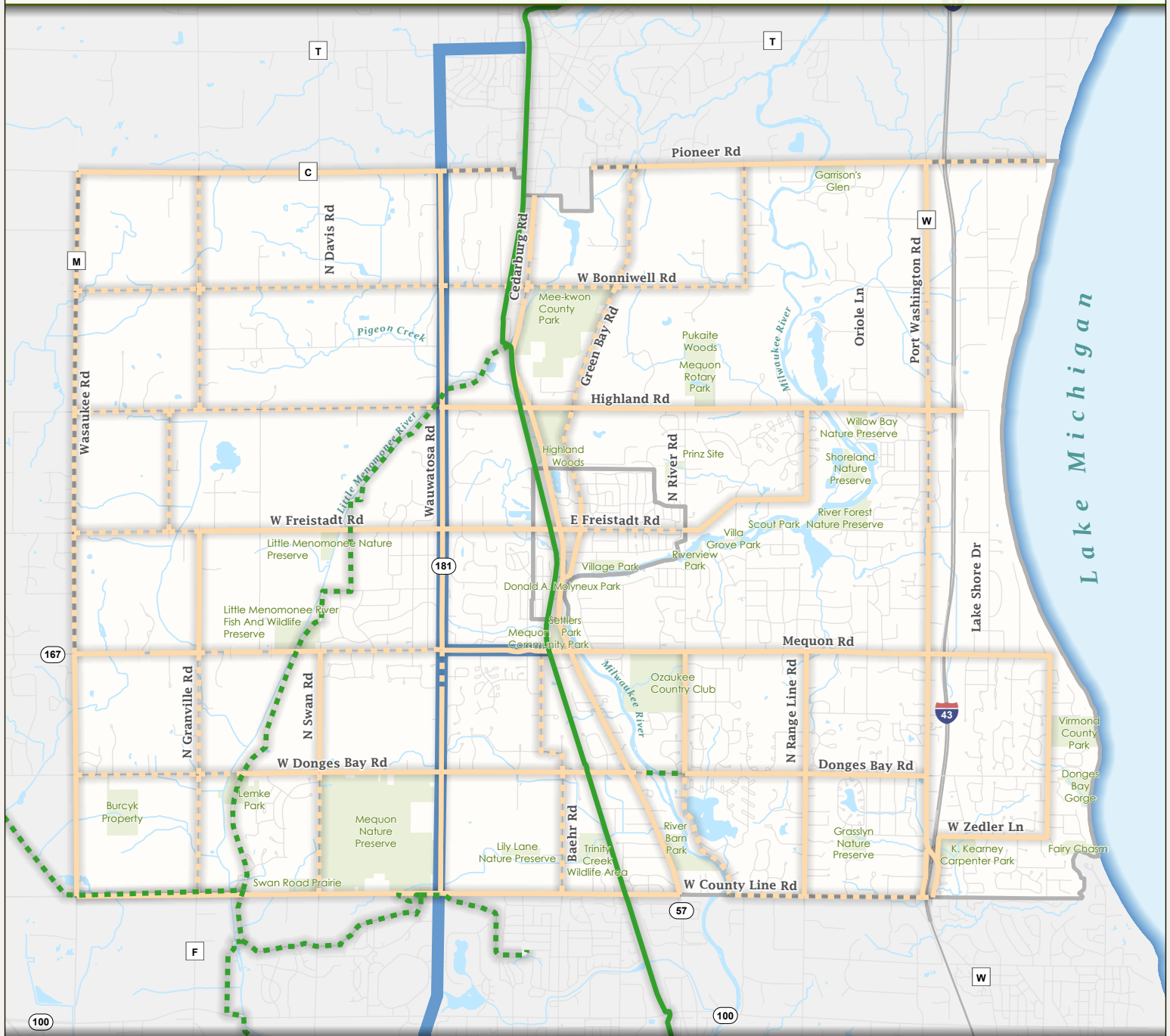
Off-Street Paths

SEWRPC recommends an off-street path called the Menomonee Line, a portion of the Oak Leaf Trail system. This proposed path runs along the Little Menomonee River which flows south into the Menomonee River in Milwaukee. The proposed path would connect to the Ozaukee Interurban Trail after crossing the intersection of Highland Rd and Wauwatosa Rd (STH 181). It would also cross W Freistadt Rd, Mequon Rd, W Donges Bay Rd, and W County Line Rd with a spur traveling west along W County Line Rd as a sidepath or cycle track.

Arterial Streets

Arterial streets are major and minor thoroughfares that typically convey higher traffic volumes. They are spaced on a 1-mile grid, for the most part, throughout the community. SEWRPC identifies existing bicycle accommodations on many arterial streets in Mequon-Thiensville, presumably referring to the presence of paved shoulders or wide (14’+) outside lanes. For those arterials without existing accommodations, bicycle accommodations are recommended. This is founded in a broader recommendation from SEWRPC that most arterial roadways accommodate bicyclists. Specific facility types are not recommended except where enhancements to existing facilities are identified, below.

SEWRPC Vision 2050 Bike/Pedestrian Plan



Legend

Off Street Paths

- Off Street Path - Existing
- - - Off Street Path - Recommended

Arterial Facilities

- Arterial Street with Bicycle Accommodations - Existing
- Arterial Street with Bicycle Accommodations - Recommended

Enhanced Bike Facilities*

* Corridor would include an enhanced bicycle facility - such as a protected bike lane, a separate path within the road right-of-way, or a buffered bike lane - located on or along an arterial or, alternatively, a neighborhood greenway on a nearby parallel nonarterial.

GRaEF 32

Data Source:
Vision 2050 Trails - SEWRPC
Basemap Data - Ozaukee County



1.2

Miles

1 in = 1.2 mi

Enhancements to Existing Facilities

Wauwatosa Road (State Highway 181 / STH 181) is recommended for enhanced bicycle accommodations. The street currently has paved shoulders with a short stretch of sidewalks connecting across Mequon Road. SEWRPC recommends either an on-street protected/buffered bike lane or a separated bike path/cycle track that is not shared with pedestrians. Additional enhancements are recommended along Mequon Road traveling east from Wauwatosa Road (STH 181) connecting to the Ozaukee Interurban Trail. This is indicative of Wauwatosa Road's importance as the closest, uninterrupted north-south thoroughfare to the Ozaukee Interurban Trail. Alternatively, an adjacent local street could be designated as a neighborhood greenway for bicycling.

Assessment

Review of the existing bicycle and pedestrian facilities network reveals several opportunities for improvement and addressing shortcomings. There are several constraints that limit potential options for network improvements, and these are used to inform the recommendations of this plan to ensure their feasibility. Improvements that address these challenges while expanding mobility and access for pedestrians and cyclists will be the most effective at achieving the community's goals.

Constraints

Choosing to walk and bicycle around Mequon-Thiensville today presents a variety of challenges. Addressing barriers, gaps, challenging intersections, safety concerns, and more can help ensure the pedestrian and bicycle network works for people of all ages and abilities and improves safety and comfort for all users.

Limited Bikeway Network

The existing network of sidewalks and bicycle facilities is not comprehensively connected, leaving most trips unappealing for non-vehicular travel. Most dense residential areas and popular destinations do not have a continuous low-stress route for people walking and biking. For example, while the Ozaukee Interurban Trail (OIT) is a known north-south route through the community that provides access to the regional trail system outside of Mequon/Thiensville, there are few east-west options to connect to and from this route.

Access to recreational destinations like Lake Michigan, the Milwaukee River, and most parks is also limited. Commercial and employment destinations are disconnected, discouraging walking and biking for commutes and errands. Access to schools is also limited, resulting in very low numbers of students walking and biking to school and most parents feeling unsafe allowing their children to do so, even if they wish there was a safe route for them to use.

Barriers

Interstate-43 is a barrier to walking and biking to and from Lake Michigan in some ways, but has six underpasses/overpasses allowing pedestrians and bicyclists through. Most of these underpasses/overpasses have been recently improved to include a sidewalk or bicycle facility across the Interstate, but the streets leading to these facilities mostly do not include separate facilities. The Milwaukee River functions as a barrier as well. While the river is a recreational destination, many streets do not cross the river, and those that do include exposed and unsafe feeling facilities for pedestrians and bicyclists. The only connections across the Milwaukee River are along arterial roads. Many other major roads are difficult or dangerous to cross and act as barriers as well.

In general, high traffic volumes function as a barrier to pedestrian and bicycle travel. Overall, traffic volumes have not increased much over time in Mequon-Thiensville.

Challenging Intersections

Major intersections can be challenging when crossing enhancements are not provided. Most intersections with arterial roads are only one-way stops, making it difficult or dangerous to cross during higher traffic periods. There are often mile-long gaps between all-way stops or traffic signals. Further, turning movements for bicyclists going to and from bicycle facilities can be exceptionally difficult at intersections without specific intersection enhancements.

Community feedback identified unsafe intersections and crossings as a primary concern for walking and bicycling, and most indicated they would be more likely to walk and bicycle more if these crossing challenges were addressed.

Shared Sidewalks

Mequon and Thiensville allow bicycling on sidewalks while no dedicated bicycle pathway is provided. Since this is the case on most roads, nearly all sidewalks allow bicyclists. Due to increased speeds and constrained space, there are

several safety and education issues presented by this shared space. While it is common practice for bicyclists to give way, slow down, or dismount for pedestrians, many bicyclists and pedestrians are less aware of the expectations for sharing this space. Pedestrians report concern from being unsafely passed by fast-moving bicyclists, while some bicyclists experience frustrations with the lack of available space to pass pedestrians and the unclear expectations for how to navigate such passing. Increased public education, whether through public communications, signage, or enforcement, is a necessary part of ensuring courtesy expressed between different modes of travel sharing a constrained environment.

Gaps

While there are several high-quality off-street facilities for pedestrians and bicyclists, most are largely incomplete and disconnected. Many new improvements to streets such as the Donges Bay Road sidepath, the Port Washington Road bike lanes, the Pioneer Road sidepath, and the Range Line Road sidepath continue for a limited stretch before ending short of a connection further along the street. These types of gaps in improvements are somewhat unavoidable in the short term as road construction projects have limited scopes, but even small network gaps require pedestrians and bicyclists to use the street to access another off-street facility.

Lack of Wayfinding Tools

The lack of a comprehensive bike route system presents challenges for properly directing cyclists to their destination along designated facilities. This can lead to bicyclists taking undesirable routes that could have been avoided if signage had directed them to a more high quality facility. A lack of standards to determine whether a street is appropriate for designation as a bicycle route also contributes to the constraints of providing a route map and wayfinding program. This is further exacerbated by the lack of signage along the OIT, making it difficult to know when to exit the trail and where destinations are at trail entry points. Bicycle route signage can be helpful to raise awareness to community members to consider cycling to different destinations if they know there is a designated route.

Safety Concerns

The current bicycling system presents several safety concerns that put cyclists at odds with the safety of pedestrians and the normal flow of vehicle traffic. Current arterial street crossings of the OIT present substantial safety concerns and have resulted in serious crashes. Additionally, cycling on

shared-use paths and sidewalks creates a situation where a portion of bicycle traffic rides against the direction of traffic, so when the path ends, cyclists continue to travel along the wrong side of the street, a major cause of crashes in the US. At intersections, motorists do not often expect bicyclists approaching from certain directions. General ambiguity is also a concern, such as not knowing when bicyclists will choose to use the sidewalk versus travel in the roadway and what paths they may take between the two. Stopped vehicles on driveways, curb ramps, and other pedestrian and bicycle facilities can cause unexpected diversion around the path. Paths directly adjacent to roadways also diminish the experience for pedestrians and bicyclists, potentially leading to a path's underutilization and perception of danger.

When designing a pedestrian and bicycle network, it is important to account for a variety of factors and site-specific considerations when determining which facilities to include. The presence of an off-street facility may not adequately address the demand for an on-street facility, and vice versa. An on-street facility will generally be superior to a sidepath for experienced cyclists and those cycling for transportation purposes whereas an off-street facility will generally be superior for low-confidence bicyclists and recreational travel. It is important to address interactions between these facility types and consider the experience of low-confidence bicyclists and pedestrians at these connections.

E-bikes

E-bikes and their associated speed issues are skyrocketing in their popularity and undoubtedly will move faster (literally and figuratively) than this plan can anticipate. Speed is a consideration in the design of all facilities, and e-bikes are no exception to this consideration. Appendix B includes an overview of e-bike classes and considerations for safety improvements.

Opportunities

Recent improvements, increasing demand for facilities, and a variety of desirable destinations present great opportunities to improve the existing network for all users. As incremental improvements are made over time, travel behaviors shift to respond to new conditions, and people begin to recognize more ways to improve the pedestrian and bicycling network. Below is a list of key opportunities that are most timely:

Potential High-Use Travel Corridors

There are several potential high-use travel corridors which can accommodate a large portion of the demand for walking and bicycling trips. These corridors are identified by their potential to create a complete network by connecting to high-demand destinations for recreation, commuting, commercial activity, entertainment and shopping, and civic buildings. See the Potential High-Use Travel Corridors map (see page 31).

Unlike other routes, these corridors are identified as potentially very high demand and are recommended for facility improvements that can accommodate higher walking and bicycling volumes. Except in cases with very low traffic volumes, each corridor is recommended as a separated facility such as a sidepath or cycle track. On lower volume corridors or physically constrained corridors, sidewalks, bike lanes and shared lane markings are acceptable. On major streets, the design of High-Use Travel Corridors should include the following features:

- Designed for all ages and abilities
- Include adequate space for shared pedestrian and bicyclist use (minimum 8 feet wide)

Facilities should all be designed in accordance with the evidence-based safety and design standards included in this plan. Specifically, recommended facilities should be designed according to the standards from the following sources:

- Federal Highway Administration's (FHWA) Small Town and Rural Multimodal Networks publication
- American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities
- National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide

The extents of each corridor are listed in parentheses in order of either north to south or west to east, where applicable:

Ozaukee Interurban Trail

The Ozaukee Interurban Trail is the primary corridor through the community connecting both to local and regional destinations. Several potential enhancements to intersections, crossings, and spot improvements are identified in this plan to improve safety.

Additionally, lateral connections to the trail, both to other potential "high-use travel corridors" and to local streets are desirable to promote access to local destinations. It should be encouraged that public and private development in proximity to the trail provide trail entry points and wayfinding signage indicating destinations. Additional coordination with Ozaukee County and WE Energies is needed to facilitate proper connection to this corridor.

Swan Road (Mequon Rd to Concord Dr)

Swan Road includes an existing sidepath for most of the distance between Mequon Road to Concord Drive, except for a small segment missing at the north end at Mequon Rd. Completion of this sidepath and crossing improvements continuing on to the identified high-use travel corridor named West Mequon Neighborhoods Bicycle Route should be prioritized.

River Road (Highland Rd to Freistadt Rd)

River Road was recently repaved with 5 foot wide paved shoulders. This stretch of River Road is important as a connection to Rotary Park and a route into Thiensville from the north. The addition of a pedestrian facility along this route would provide a valuable connection within the facilities network.

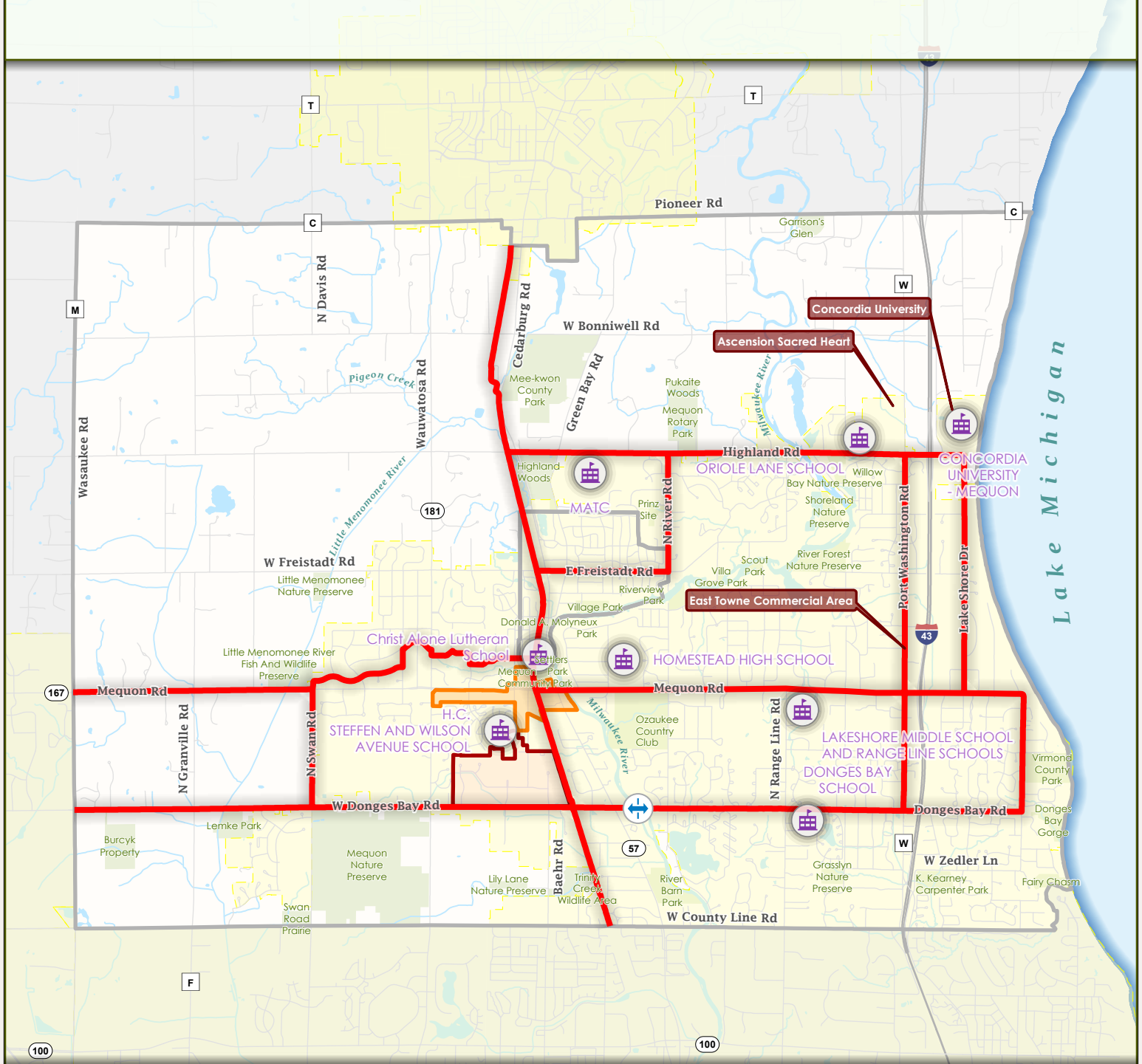
Port Washington Road/CTH W (Highland Rd to Donges Bay Rd)

Port Washington Road/CTH W is a County roadway that includes several major employers, commercial destinations, and some existing pedestrian and bicycle facilities. The City should coordinate with the County to advocate for the existing bike lanes and sidewalks to be continued along this entire corridor to provide complete access. There is no equivalent access running north-south to the immediate west of Interstate-43 that could provide comparable access to these destinations due to the complexity of crossing arterial roadways along this route.

Lake Shore Drive (Highland Rd to Donges Bay Rd)

Lake Shore Drive provides access to Lake Michigan and the parks and natural areas along the lakeshore. Access to the lakeshore was identified as a major opportunity for people to bicycle more in the community. The current corridor contains undersized paved shoulders and no pedestrian facilities. The corridor has the available right-of-way (100 ft) for either a sidewalk, sidepath, cycle track, and/or improved paved shoulders.

Potential High-Use Travel Corridors



Legend

- High-Use Travel Corridors
- Planned Sanitary Sewer Service Area (2022)
- Planned Town Center
- Mequon Industrial Park
-  Schools
-  Donges Bay Bike/Ped Bridge
- Employer Name/Area Major Employer

GR̄AEF

Data Source:
 Industrial Park & Town Center Data
 - 2019 Mequon Land Use Plan
 Schools, OIT Trail, & Parks Data
 - Ozaukee County
 Planned Sanitary Sewer Service Area
 - SEWRPC
 Basemap Data - Ozaukee County



1.2
 1 in = 1.2 mi

Highland Road (Ozaukee Interurban Trail to Lake Shore Dr)

Highland Road provides access to several institutions and parks including the Milwaukee Area Technical College, Ascension Columbia St. Mary's Hospital, Oriole Lane Elementary School, Concordia University, and Rotary Park. It also could provide future access to natural destinations along the Milwaukee River such as the Shoreland Nature Preserve, Willow Bay Nature Preserve, and Pit Lake. This corridor is recommended as the northern extent of the community's complete bicycle network and aligns with the planned sewer service area where most sub/urban development will be limited to.

Freistadt Road (Ozaukee Interurban Trail to River Rd)

Freistadt Road within Thiensville municipal limits is a desirable corridor connecting through residential areas to several parks and the Ozaukee Interurban Trail. The topography of the roadway limits visibility and makes it unappealing to walk and bicycle along, despite the relatively modest traffic volumes. A separated sidepath along Freistadt Road would provide more complete access throughout the village.

Mequon Road/STH 167 (Wasauke Rd to Swan Rd; Ozaukee Interurban Trail to Lake Shore Dr)

Mequon Road/STH 167 is the main east-west street through the community. It has the most commercial destinations, traffic, and is the only street south of Highland Road that crosses the Milwaukee River. While this corridor is not the most appealing for walking and bicycling for recreational purposes, it serves an essential role in the community that will only grow with additional development surrounding and within the Planned Town Center (as identified in the City Comprehensive Plan). Improved facilities are recommended along Mequon Road as the primary east-west corridor throughout the community. However, due to the high traffic volumes, the stretch between Swan Road and the Ozaukee Interurban Trail is not included. Instead, the West Mequon Neighborhoods Bicycle Route is recommended as an alternative, lower-street bypass that provides the same level of access. The existing bike lanes on Mequon Road along this stretch will still provide an alternative for higher-confidence bicyclists. Continued coordination with the State is necessary to advocate for improvements on this non-local roadway.

Donges Bay Road (Wasauke Rd to Lake Shore Dr)

Donges Bay Road is a much lower traffic volume street that can provide east-west access across the Milwaukee River if a future bicycle/pedestrian bridge is added. This corridor would provide access to the employment centers in the industrial area west of the OIT and function as the southern limits of the community's high-use travel corridor network. It would also provide access to Donges Bay School and a more appealing alternative between Lake Shore Drive and the OIT on the south end of the community. There are also several potential connections to adjacent communities to the south that would be more accessible with a route along Donges Bay Road.

West Mequon Neighborhoods Bicycle Route (between Swan Rd and Division St)

A low-stress bicycle route through low-traffic residential streets and pedestrian/bicycle-only paths between subdivisions can provide continuous access between the intersection of Swan Rd/Mequon Rd and the Ozaukee Interurban Trail via Poplar Dr, Meadowbrook Dr, Hillview Dr, Willowbrook Dr, Willowbrook Ct, Concord Creek, Creekside Ct, and Division St. Route signage and wayfinding is needed to direct bicyclists to the proper route along the winding streets, but the route is continuous and provides a desirable connection to the OIT and Thiensville away from Mequon Road. This route is also a useful bypass for when streets are closed for various events, and it cannot be used by vehicles because it makes use of two pedestrian/bicycle-only pathways.

To make this route possible, crossing improvements are needed at the intersection of Swan Rd and Mequon Road and also the intersection of Wauwatosa Rd and Willowbrook Dr/Ct.

Regional Corridors

Regional corridors are some of the most highly utilized facilities due to their value to a broad cross section of users for recreational and medium-length trips. They typically offer the greatest speed and level of protection and comfort to users of all ages and abilities, as they tend to be off-street, protected, and minimize interactions with mixed traffic. Improvements to these regional corridors offer opportunities for the Mequon-Thiensville community to safely access destinations across the region, and they offer the regional community access to the businesses, institutions, and social networks of the local community.

Ozaukee Interurban Trail (OIT)

Beyond its use as a local high-use travel corridor, the OIT provides connections across the region such as Brown Deer, Cedarburg, Milwaukee, and more. Its high demand as an off-street corridor makes it paramount to prioritize safety and accessibility to all ages and abilities as a part of the growing pedestrian and bicycle network.

Wauwatosa Road/STH 181

Wauwatosa Road is one of a few north-south corridors connecting Mequon-Thiensville to other communities. It is recognized as a regional connection by SEWRPC and is a strong candidate for additional sidewalks and on-street bicycle facilities such as a paved shoulder, buffered bike lane, or cycle track. Planned reconstruction of this street in coming years will hopefully provide an opportunity to include these improvements.

Freistadt Road

Freistadt Road heading west outside of Mequon limits is identified in Germantown's Trail Master Plan as a sidepath connection on the south side of the roadway connecting to Wasaukee Road. This would function as one of two major west connections outside of the community.

Donges Bay Road

The Germantown Trail Master Plan identifies a sidepath on Donges Bay Road connecting to Wasaukee Road on either the north or south side of the street. Continuing facilities throughout Mequon-Thiensville will reinforce this corridor as a regional connection.

Street Replacement Plan

Coordination of pedestrian and bicycling improvements is most efficient when coordinated with existing and planned construction projects, reducing costs and delays associated with redoing construction processes such as surveying, navigating administrative approvals, design, and planning. This plan identifies the following near-term street construction projects to take advantage of opportunities to pursue efficiencies and cost-saving in the implementation of this plan's recommendations:

City of Mequon Potential Projects (2025-2026):

Projects are mill and resurface with no identified improvements unless otherwise noted.

- **Zedler Lane (Kathrine Dr to Lake Shore Dr):**

Opportunity to add a 5ft paved shoulder to the portion from N Otto Rd to N Lake Shore Dr

- **Singers Landscaped Acres (Hiawatha Dr, Chippewa Dr, Mequon Pl, Arrowwood Rd)**

- **Baehr Rd (Donges Bay Rd to County Line Rd)**

- **Shorecliff Ln**

- **Maple Ln**

- **Sheridan Dr**

- **Cedar Ln**

- **Spruce Ln**

Ozaukee County Projects:

No Ozaukee County projects are identified within Mequon-Thiensville limits at the time of writing this plan. Ongoing coordination with the County should occur, at least annually, to determine opportunities for inclusion of the recommendations of this plan.

State Highway Projects (2026-2028):

- **Mequon Road/STH 167 (Washington County Line to Buntrock Avenue):** Scheduled resurfacing, milling, curb and base repairs, and traffic signal work.

- **Wauwatosa Road/STH 181 (County Line Rd to Mequon Rd):** Opportunity during road reconstruction including intersection of Wauwatosa Rd/STH 181 and Mequon Rd/STH 167 and sidewalk extensions.

Recommended Bicycle & Pedestrian Network

Introduction

This section includes the complete recommendations for the development of physical infrastructure in the bicycle and pedestrian network. Included is a guide to the different types of facilities recommended along with methodology for how to select between various facilities to aid with further planning and decision making. Further information on each facility type is available by consulting the source materials referenced in each facility type.

The recommendations include bicycle and pedestrian facilities, routes, and wayfinding. Each recommendation includes guidelines and details for the application and implementation of the facility. Facility recommendations are organized into north-south and east-west recommendations, spot improvements recommendations, and wayfinding recommendations.

Bicycle Facility Types

There is a wide variety of facility types that are appropriate for different contexts. Below is a brief overview and description of the primary types of facilities that appear in this plan. The facility type definitions are derived from a number of sources including the *Federal Highway Administration's (FHWA) Small Town and Rural Multimodal Networks* publication, the *American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities*, and the *National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide*.

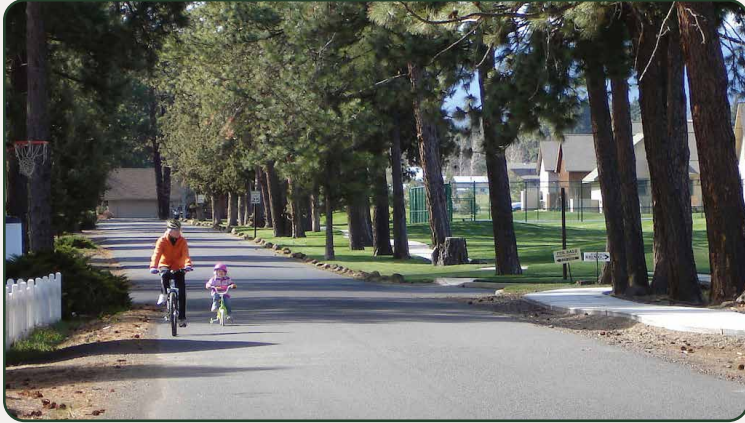
While this list is not comprehensive of every type of facility that is out there, and there may be facilities that get constructed in Mequon that are not listed in this plan, these are the broad categories that capture the major elements of bicycling facilities. It should also be noted that various facility types can go by multiple names (e.g. trails, multi-use paths, and shared-use paths). There is no universal definition of any given facility type, and minor nuances in the design of a facility may justify calling it by a different name. The bicycle planning landscape is

evolving rapidly, and there are multiple leaders, advocates, organizations, and institutions working towards a standard system of best practices. As bicycling becomes more popular and standardized as a part of our shared, multi-modal transportation system, we will also develop a shared language through which to communicate ideas and envision a future that is safe and accessible for people of all ages and abilities to make informed transportation choices. It is important to recognize different areas of expertise and experience that lead to different conclusions, language, and categories of bicycling facilities.

On-Road Facilities

On-road bicycling facilities are a part of the roadway travel area for vehicles. They may share lanes with traffic, be directly next to traffic, or be buffered with visual or physical separation. The primary distinction for on-street facilities is that they share the roadway with vehicles more than they share space outside the roadway with pedestrians. Six (6) major types of on-street bicycle facilities are identified as a part of this plan:

Yield Roadway



A yield roadway is designed to serve pedestrians, bicyclists, and motor vehicle traffic in the same slow-speed travel area. Yield roadways serve bidirectional motor vehicle traffic without lane markings in the roadway travel area. Many roadways in the Mequon-Thiensville community function as de-facto yield roadways. Many local, neighborhood streets with low traffic volumes are appropriate for yield roadways. Yield roadways are characterized by the following features:

- Local residential context: low volumes and familiar users encourage slow speeds and respectful meeting and passing events within a narrow roadway.
- Narrow two-way street: a limited-width paved roadway surface with no center line markings encourages slow travel (<20 ft wide).
- Multi-purpose roadside: parking, pull-outs, landscaping, furnishings, play areas, and more occupy the roadside and encourage careful driving.
- Shared space: pedestrians, bicyclists, and motorists all share a slow-speed, low-volume roadway space.
- Non-through street: cut-through traffic is discouraged and redirected to more major streets with all traffic on the yield roadway accessing local destinations.
- Low cost: minimal construction and maintenance costs on the roadway compared to a fully paved cross section with paved shoulders, curb, and gutter.

(Source: Small Town and Rural Multi-modal Networks, FHWA)

Bicycle Boulevard



A bicycle boulevard is a low-stress shared roadway bicycle facility, designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic. On bicycle boulevards, motorists and bicyclists share the roadway, traveling at similar speeds and discouraging passing movements. Increased signage and safety improvements alert motorists to the possible presence of bicyclists, especially at intersections. Bicycle boulevards are characterized by the following features:

- Route signs: signs clearly identify and guide users along the local street bikeway alignment.
- Route markings: markings on pavement identify proper positioning within the roadway and alert all users to bicyclist presence.
- Shared roadway: bicyclists and motorists share the same roadway space and operate at similar speeds.
- Traffic calming: horizontal and vertical deflection manages motorist speeds.
- Bicyclist and pedestrian priority: traffic control at minor intersections favors through travel by bicyclists.
- Noise reduction: improves quality of life for residents through calmer traffic and safer crossings.

(Source: Small Town and Rural Multi-modal Networks, FHWA)

Shared Lane Markings



Shared lane markings provide a higher level of guidance to bicyclists and motorists. They are not a facility type, per se, but they are a pavement marking with a variety of uses to support a complete bikeway network. The symbol is useful in locations where there is insufficient width to provide bike lanes, to alert motorists to the position bicyclists are likely to occupy within the roadway, and along designated bicycle routes. Shared lane markings, often known as “sharrows” are characterized by the following features:

- **Parking safety:** shared lane markings are oriented on streets with parallel parking to assist bicyclists with positioning that reduces the chance of hitting the open door of a parked vehicle. On streets with parking, shared lane markings should be placed at least 11 ft on center from the face of curb.
- **Passing:** markings encourage safer passing practices by creating more predictable positioning for bicyclists.
- **Gaps and wayfinding:** shared lane markings can be useful on short stretches between destinations such as a gap between a trail and a nearby park, community facility, or residential area. They are useful to indicate the preferred route for bicyclists.
- **Alertness:** markings alert motorists to the potential increased presence of bicyclists and reinforce the legitimacy of bicycle traffic on the street.
- **Intersection safety:** markings are helpful to designate the movement and positioning of bicycles through intersections, such as in right-turn lanes where bike lanes drop off and the turn lane is shared with bicycle through movements.

(Source: Urban Bikeway Design Guide, NACTO; Guide for the Development of Bicycle Facilities, AASHTO)

Paved Shoulder



Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation. The width of a paved shoulder should be wide enough to provide comfort for bicyclists based on traffic volume and speeds. Paved shoulders are appropriate outside and within built-up areas, near schools zones, and where there is expected pedestrian and bicycle activity. Paved shoulders are characterized by the following features:

- **Visual separation:** white solid lines and pavement color differentiation can enhance visual separation and contrast between the shoulder and the roadway.
- **Travel direction:** bicyclists travel in the same direction as the adjacent lane.
- **Safety:** can reduce “bicyclist struck from behind” crashes and pedestrian “walking along roadway” crashes.
- **Minimum width:** see the table titled Recommended Minimum Paved Shoulder Widths by Roadway Conditions (FHWA) in the following section for appropriate shoulder widths.

(Source: Small Town and Rural Multi-modal Networks, FHWA)

Bike Lane



Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and optional signs. A bike lane is located directly adjacent to motor vehicle travel lanes and follows the same direction as motor vehicle traffic. Bike lanes provide a designated space on the roadway suitable for many skilled bicyclists within built-up areas of small communities. They provide additional visual cues to motorists that they should expect bicyclists on the roadway, which is can be particularly useful when transitioning to a built-up area from a highway context. Bike lanes are characterized by the following features:

- Visual separation: lanes are separated by a solid white line and standard bike lane symbol marking. The word "bike lane" is also an appropriate marking.
- Pedestrian comfort: provides additional separation distance between the sidewalk and motor vehicle travel area if a sidewalk is present.
- Alertness: provides additional visual cues to motorists to expect bicyclists.
- Minimum width: a preferred width of at least 6.5 ft provides adequate space for bicyclists to ride side-by-side or pass each other without leaving the bike lane. An absolute minimum width is 4 ft when no curb and gutter is present and 5 ft when adjacent to a curbface, guardrail, or other vertical surface or on-street parking stalls. The absolute minimum width fails to provide a low-stress experience to bicyclists.
- Misuse: widths 7 ft or greater may encourage motor vehicle misuse of the bike lane for parking or driving. If extra width is available or desired, configure with a buffer zone to delineate space. See "buffered bike lane" in the following facility type.
- Driveways: lane markings should remain solid and not dotted at driveway crossings, which are not recognized by the MUTCD as an intersection.

(Source: Small Town and Rural Multi-modal Networks, FHWA)

Buffered Bike Lane



A buffered bike lane functions much the same as a regular bike lane but provides additional width and separation from motor vehicle traffic. Buffered bike lanes are appropriate for bike lanes on roadways with high motor vehicle traffic volumes and speed, adjacent to parking lanes, or a high volume of truck or oversized vehicle traffic. Buffered bike lanes are characterized by the following features (in addition to the features of a conventional bike lane):

Minimum width: a minimum buffer width of 1.5 ft may be bound by two solid lines, without interior marking. If the buffer is 4 ft or wider, mark with diagonal or chevron hatching.

(Source: Small Town and Rural Multi-modal Networks, FHWA)

Off-Road Facilities

Off-road facilities are physically separated from motor vehicle traffic and more closely interact with the pedestrian zone of the street rather than the motor vehicle travel area (i.e. roadway). Off-road facilities can be exclusive to bicyclists or shared with pedestrians, depending on the facility design.

Raised Cycle Track



A raised cycle track, sometimes referred to as a separated bike lane, is a facility for exclusive use by bicyclists that is located directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element such as a curb, barrier, or fence. Raised cycle tracks should be included in addition to separated pedestrian facilities to ensure proper separation between modes. Raised cycle tracks are characterized by the following features:

- Separation: used exclusively by bicyclists and other non-motorized options such as scooters, skateboards, rollerblades, etc.
- Direction: may be one-way on both sides or bi-directional on one side of the roadway.

- Comfort: provides a more comfortable experience on high-speed and high-volume roadways than on-road shoulders and bike lanes.
- Level of service: provides increased level of service in areas with high volumes of pedestrians when paired with sidewalks.
- Connections: can interact more flexibly with on-street facilities when configured as a one-way directional facility on both sides of the street, easily transitioning to on-street bike lanes and connecting to other bicycle-exclusive facilities.
- Markings: dashed separation of bi-directional travel is recommended. A solid marking to separate the facility from a sidewalk is particularly important when immediately adjacent to a sidewalk.

(Source: Small Town and Rural Multi-modal Networks, FHWA)

Sidepath



A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-road facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural character and small town community character. A sidepath functions much the same as a multi-use trail, except that it is always adjacent to the roadway. Interactions between sidepaths and roadways, especially at intersections, involve specific design considerations compared to multi-use trails. Sidepaths are characterized by the following features:

- Shared use: both bicyclists and pedestrians share the space on a sidepath.
- Intersection treatments: geometric design at intersections slows motorists and prioritizes bicyclists and pedestrians.

- **Walkability:** encourages bicycling and walking in areas where high-volume and high-speed traffic would otherwise discourage it.
- **Minimum width:** minimum recommended sidepath width is 10 ft. In low-volume and constrained conditions, the absolute minimum width is 8 ft. Up to 12 ft is appropriate for the highest travel volumes.
- **Separation:** Preferred minimum separation distance from the roadway is 6.5 ft. Minimum separation distance is 5 ft. Separation narrower than 5 ft is not recommended, although may be accommodated with the use of a physical barrier between the sidepath and the roadway.
- **Safety:** centerlines are encouraged on paths with a high volume of bidirectional traffic. Edge lines are encouraged on paths expecting evening use.
- **Crossings:** minimum sidepath separation distance at crossing increases with higher speed roadways and should always provide enough stopping sight distance to obey the established traffic control and execute a stop before entering the intersection.

(Source: Small Town and Rural Multi-modal Networks, FHWA)

Multi-use Trail



A multi-use trail provides a travel area separate from motorized traffic for bicyclists, pedestrians, and other non-motorized options such as scooters, skateboards, rollerblades, etc. Multi-use trails can provide a low-stress experience for a variety of users using the network for transportation or recreation. Where trails intersect streets, enhancements should improve conditions for trail users' safety and visibility. Multi-use trails can provide convenient

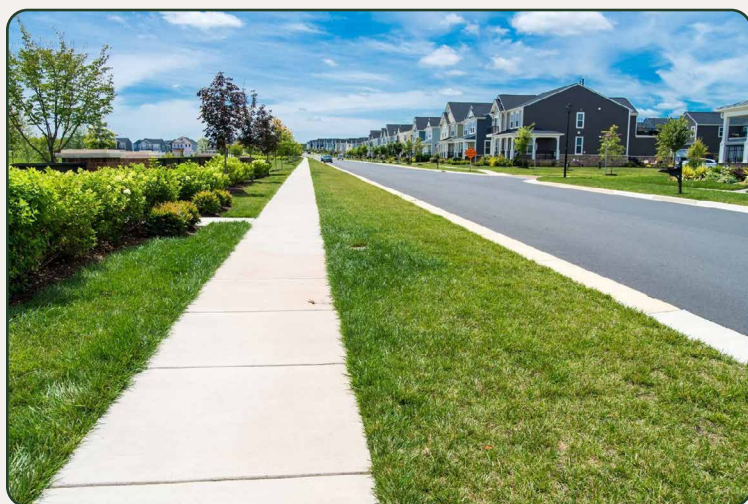
short-cuts between neighborhoods and provide, in some cases, access to areas that are otherwise served only by limited-access roadways. They also support tourism through convenient access to natural areas, recreational facilities, or as an enjoyable recreational opportunity itself. Multi-use trails are characterized by the following features:

- **Off-roadway:** trails are not located parallel or adjacent to a roadway, and typically intersect roadways mid-block rather than at intersections.
- **Minimum width:** 10 ft width is recommended in most situations and will be adequate for moderate to heavy use. 12-14 ft is recommended for heavy use situations with high concentrations of multiple users. 8 ft is the minimum allowed for a two-way bicycle path and is only recommended for low traffic situations or for short lengths. Wider paths are useful to accommodate maintenance vehicles; on steep grade to allow for comfortable passing and meeting; and through curves to provide more operating space. A 2 ft shoulder should be provided on each side of the path, kept clear of vertical elements or obstructions.
- **Striping:** Under most conditions, striping is not necessary and path users will keep to the right naturally except to pass.
- **Priority:** Bicyclists should yield to pedestrians in a multi-use trail environment.

Pedestrian Facility Types

There are a few different pedestrian facility types that are appropriate for different contexts. The facilities below share many similar qualities with each other and with bicycle facilities. There is often significant overlap between these facility types, but their primary distinctions in Mequon-Thiensville have to do with their location, width, and intended use by pedestrians and/or bicyclists.

Sidewalks



Sidewalks are typically concrete, located immediately adjacent to the street, and located along more urban streets with curb and gutter. Sidewalks separate foot traffic from vehicle traffic, reduce conflicts, and increase comfort of pedestrians. They are typically a minimum five feet in width, or wider.

Sidepaths



Sidepaths are more commonly asphalt, located immediately adjacent to the street, and located on more rural and suburban streets without curb and gutter. Sidepaths are intended for more intensive shared use by pedestrians and bicyclists and are typically wider than a sidewalk.

Shared-use paths



A shared-use path is an off-street bicycle and pedestrian facility that is physically separated from motor vehicle traffic. Typically shared use paths are located in an independent right-of-way such as a park or trail along a greenway, utility, or rail corridor. Shared-use paths are similarly designed to sidepaths, except that they are not necessarily along a roadway. They are typically a minimum eight feet width with a recommended 10-12 feet in areas with moderate to high pedestrian and bicyclist use.

Other

In addition to the general roadway facilities that are installed all along a corridor, there are many other facility types that can enhance the network's safety, navigability, and usefulness to all roadway users. This includes intersections, crossings, signals, signing, and pavement markings. Appendix D includes a list of typical facility types that can be appropriately applied within the facility network.

Bicycle Facility Selection

Different street conditions present a variety of factors that influence which type of bicycle facility to install on a given corridor. The diversity of rural, suburban, and urban streets throughout Mequon-Thiensville make a one-size-fits-all approach unwise. Instead, it is important to consider as many factors as possible when determining which type of facility is most appropriate. To create a bicycle network that is accessible to people of all ages and abilities, it is important to select a facility type that is appropriate given the traffic conditions, speeds, roadway design, and land uses along the corridor.

Bicycle Suitability

The Bicycle Suitability Map that follows on page 38 compiles the average daily traffic, speed limit, and functional roadway classification of major streets in the community to provide a high-level picture of the barriers to comfortable, accessible bicycling conditions. The map does not show local streets which are generally considered to be comfortable for bicycling with minimal improvements. All other streets vary in their level of suitability for bicycling. The data in this map should be used to inform facility selection using the Facility Selection Matrix described below.

The Bicycle Suitability Map does not categorize roadways as more or less suitable than others. Rather, it provides a snapshot of how suitable the roadway is without bicycle facilities. Because the construction of new facilities should enhance the suitability of roadways over time, this map should continue to be useful to determine the appropriateness of facilities for a given roadway's speed, traffic, and classification. This can be used to determine the selection of new facilities or to reassess existing facilities for their appropriateness. Traffic volumes and speed limits may be subject to change over time, and this map should be updated to reflect those conditions over time.

Facility Selection Matrix Factors

The Bicycle Facility Selection Matrix compiles seven variables that can help determine which bicycle facility is most appropriate for a given context. The most important factors are traffic volume and speeds. Other factors such as number of lanes, roadway width, truck traffic, parking turnover, and functional classification provide additional

information to ensure proper facility selection. Eight facility types are listed in order of their relative level of protection for bicyclists. Yield roadways and bicycle boulevards offer the lowest level of protection and should be reserved for very low traffic, low speed streets. Off-street facilities with protection such as sidepaths, trails, and cycle tracks are most appropriate for busy streets where mixed bicycle and vehicular traffic is undesirable.

Minimum Facility Selection

While it is acceptable to exceed the minimum recommended level of protection along certain streets (for example, a street with higher bicyclist volumes or unique design constraints), it is not recommended to reduce the level of protection for a street beyond the minimum recommended facility type without careful consideration of the user groups who will use the facility. It should always be ensured that there is an alternative route for low-confidence bicyclists if a facility is selected that does not meet the minimum level of protection recommended in the matrix. For example, it may be desirable to install a bike lane on a narrow street that exceeds 8,000 ADT as an alternative for confident bicyclists prioritizing speed compared to a meandering trail or bicycle boulevard to the same destination for low-confidence bicyclists.

Using the Matrix

To use the matrix, identify the characteristics of the given stretch of street. If the characteristics vary along the street, split the street into segments to provide the most accurate selection. Compare the street's characteristics with the factors from the matrix to determine the minimum facility type necessary to create a low-stress bicycling experience. If a given street does not meet the minimum requirements for each variable of a given facility type, the next higher level of protection should be considered until all minimum requirements are met. If there is a scenario where a given street does not meet the minimum standard of any facility type, the closest should be considered. This may also mean that the posted speed limit, road width, and/or number of travel lanes are inappropriate given the traffic volumes, and it may not be appropriate for a bicycle facility without considering other changes to the design of the street. A specific study may be appropriate to determine the best facility. The reference materials listed in the matrix from the Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials

Bicycle Facility Selection Matrix

LOW
↓
Level of Protection
↓
HIGH

Facility Type	Traffic Volume (ADT) ±1,000	Speed Limit (mph)	Number of Lanes in One Direction	Roadway Travel Area Width (Ft)	Truck Traffic Volume	Parking Turnover	Functional Classification
On Street							
Yield Roadway	< 400	<20	1	< 20	Low	Minimal	Local
Bicycle Boulevard	< 1,800	<25	1	< 22	Low	Minimal	Local
Shared Lane Marking (Sharrow)	< 3,000	<25	1	< 30	Low	Low	Local, Collector
Paved Shoulder*	Varies	Varies	1+	> 32	High	None	Any
Bike Lane	3,000-8,000	25-35	1-2	28-34	Low	Medium	Local, Collector, Minor Arterial
Buffered Bike Lane	> 8,000	>35	2	N/A	Regular	High	Collector, Minor Arterial
Off Street							
Sidepath/ Multi-Use Trail	> 4,000	Any	Any	N/A	Regular	Low	Any
Cycle Track	> 9,000	>35	2+	N/A	Regular	High	Collector, Minor Arterial, Major Arterial

Source: Small Town and Rural Multimodal Networks (FHWA); Wisconsin Bicycle Facility Design Handbook (WisDOT); Urban Bikeway Design Guide (NACTO); Guide for the Development of Bicycle Facilities (AASHTO)

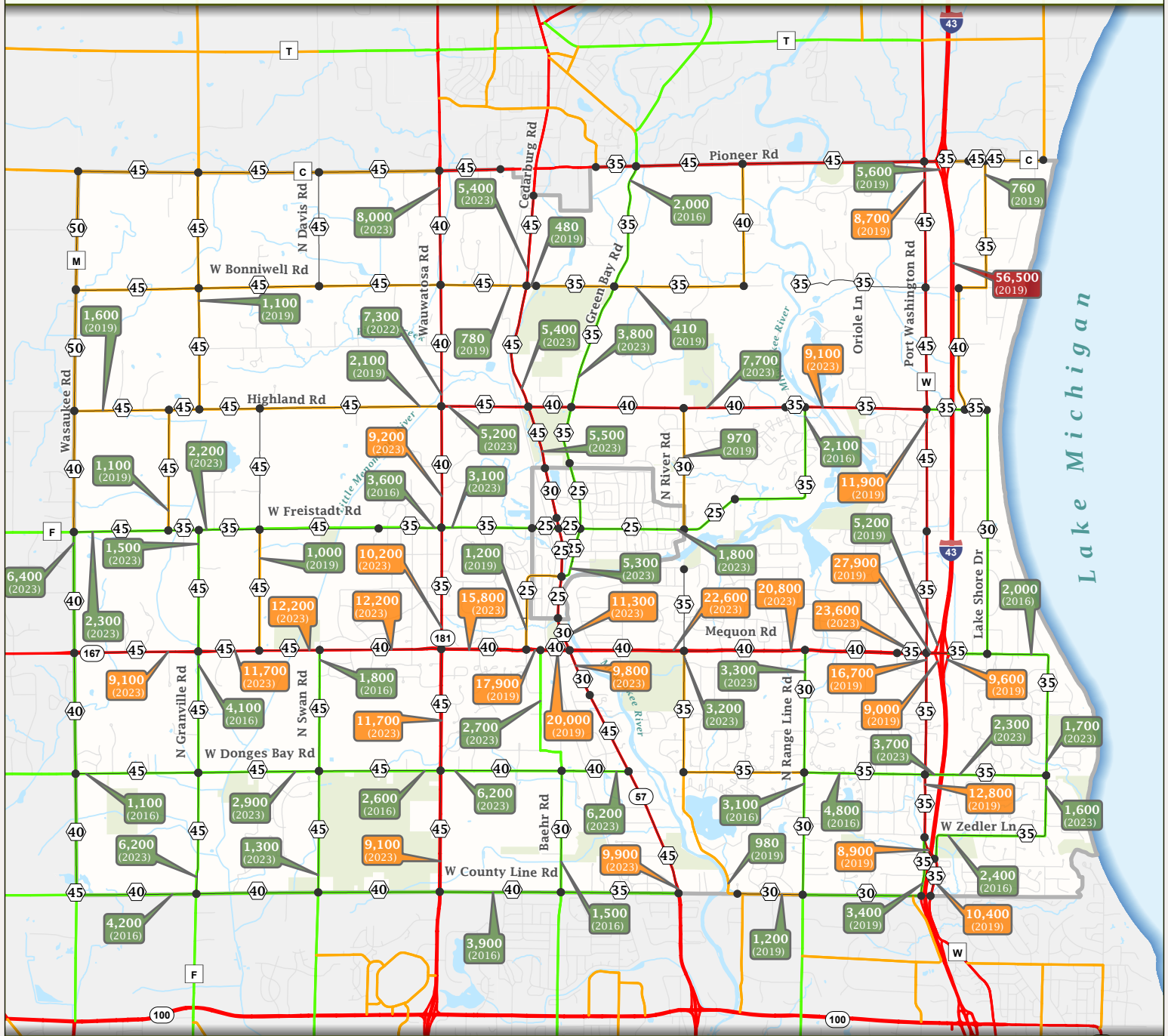
*See table below for minimum paved shoulder widths

Recommended Minimum Paved Shoulder Widths by Roadway Conditions (FHWA)

Functional Classification	Volume (ADT)	Speed (mph)	Minimum Paved Shoulder Width (Ft)
Local	<700	20	0
Collector	<1,100	30	4
Collector	<1,500	35	5
Collector	<2,600	45	6.5
Minor Arterial	<6,000	55	7
Principal Arterial	<8,500	65	8

Note: Existing ADT and potential capacity for future ADT should both be considered to ensure the paved shoulder is sufficient for future conditions.

Bicycle Suitability

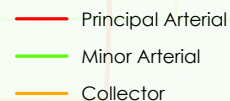


Legend

Annual Average Daily Traffic



Roadway Classification



Speed Limit Segment

GRAEF

Data Source:
Traffic Data - WISDOT
Roadway Classification - WISDOT
Speed Limits - GRAEF
Basemap Data - Ozaukee County



1.2 Miles

1 in = 1.2 mi

(AASHTO), the National Association of City Transportation Officials (NACTO), and the Wisconsin Department of Transportation (WisDOT) should be consulted for detailed guidance on facility selection.

While it is not desirable nor practicable to list every potential type of every type of facility that exists, additional variations of facilities may be appropriate given factors such as driveways, common destinations, availability of right-of-way, bicycle volumes, key destinations, etc. Additional

facility options exist such as two-way cycle tracks on one side of the street, contra-flow lanes on one-way streets, etc. Additional safety features such as high-visibility green paint, intersection crossing markings, bike turning boxes, two-stage turn queue boxes, signage, vertical delineators, bollards, and more may also be appropriate for various contexts.



▲ Your Mequon - yourmequon.com via Flickr

Pedestrian Facility Selection

The development of pedestrian facilities is less prescriptive than bicycle facilities, relying less upon the data and stress caused by motor vehicle traffic and more so influenced by destinations, user groups, and separation of people walking from vehicle traffic. The following guidelines are recommended for the development of pedestrian facilities across the community:

Major Streets

Areas with dense residential development or that are planned for dense residential development should include pedestrian facilities on all collector and arterial roadways. Using the Planned Sewer Service Area, all arterials and collectors should be targeted for the inclusion of pedestrian facilities.

Facility Types: Sidewalks vs. Sidepaths

Generally, there are two types of pedestrian facilities — sidewalks and sidepaths — that may be installed on a given street. The primary distinction between these two facilities is that sidewalks are installed on more urban streets with a curb and gutter while sidepaths are on streets with no curb and gutter and that include only shoulders.

Throughout the recommendations of this plan, sidewalks and sidepaths are often recommended interchangeably. The determination between whether to install a sidewalk or sidepath should largely be based on whether a curb and gutter exists or is planned for that section of roadway.

School Facilities

Pedestrian facilities should be considered on all major streets within at least 1/4 mile of all local schools to support walking and bicycling to school. There is a large amount of residential development surrounding schools, and having safe and convenient pedestrian facilities is essential to make it possible for students to walk to school. School-vicinity facilities should be developed in collaboration with the Mequon-Thiensville School District and reference the Safe Routes to School (SRTS) Program for tools to evaluate schools on a case-by-case basis and engage the public in the process.

New Developments & Subdivisions

The communities' ordinances should ensure that site design requirements for new developments, especially residential development within the Sewer Service Area, includes pedestrian accommodations on every street. City staff could consider potential exceptions for very low-volume traffic cul-de-sac streets that are not through-streets and are not expected to have issues functioning as a yield roadway. Pedestrian and bicycle connections through the cul-de-sac to streets beyond the cul-de-sac should still be required. Signage for yielding to pedestrians and bicyclists in the street should be encouraged in these situations. Any new facilities identified in this master plan should be required by ordinance as part of new developments and redevelopments.

Gaps in the Network

Where possible, any gaps in the pedestrian network that can be bridged by pedestrian facilities should be closed. Short segments of sidewalks and sidepaths are opportunities to develop a continuous network between these segments. These gaps should be identified during street construction and resurfacing plans, but they should also be required to be filled as a part of development and redevelopment processes.

Accessibility

New pedestrian facilities must be accessible to users of all ages and abilities. Development of new pedestrian facilities should conform to the standards of the Americans with Disabilities Act (ADA) and follow the Public Rights-of-way Accessibility Guidelines (PROWAG). In general, no facility intended for pedestrian use should be less than 5 ft wide.

Crossings

Longer spans between crossings with high-activity land uses between them should be identified to reduce the likelihood of unsafe crossings outside a crosswalk. Where possible, crossings should be signalized or include crosswalk warning signs to provide additional visual warning to motorists. Additionally, pedestrian refuge median islands should be explored for longer span roadway crossings.

Pedestrian and Bicycle Facility Recommendations

The recommendations provided below will help make missing or substandard connections between the existing network. They are shown in the map exhibit on page 49.

North-South Corridor Recommendations

North-South corridor recommendations are listed in order from west to east through the Mequon-Thiensville limits. Extents are described from the north to the south.

Swan Road

Extents: Poplar Dr to Daventry Rd

Install sidepath to connect to the Little Menomonee River Fish and Wildlife Preserve across Mequon Rd. This will continue on to a designated bicycle route to the OIT via the recommended West Mequon Neighborhoods Bicycle Boulevard.

Planning Considerations:

- If this improvement is not prioritized, it is important to prioritize the recommended bike route through the neighborhood shared use paths south of Mequon Rd to eventually connect to the Mequon Rd bicycle lanes. The recommended improvements to Wauwatosa Rd (below) would complete this alternate connection.

Wauwatosa Road/STH 181

Extents: Pioneer Rd to Mequon Rd

Add cycle track or buffered bike lane. This portion of Wauwatosa Rd is a locally-owned connecting highway.

Extents: Mequon Rd (STH 67) to County Line Rd

Include a cycle track or buffered bike lane as part of planned road reconstruction. This portion of Wauwatosa Rd is State-owned.

Extents: Highland Rd to Donges Bay Rd

Install 5 ft sidewalks on both sides of the street.

Planning Considerations:

- Wauwatosa Rd is a State-owned State Trunk Highway south of Mequon Rd. It is a locally-owned connecting

highway north of Mequon Rd. While there is more local control over the locally-owned connecting highway portion, there is still some State coordination needed for improvements to a locally-owned connecting highway. More information on connecting highways can be found here: <https://wisconsin.gov/Pages/projects/data-plan/plan-res/connecting.aspx>

Buntrock Avenue

Extents: Main St to Mequon Rd

Install a sidewalk on the east side of the street where gaps exist. Add shared lane markings and consider various traffic calming, speed reduction improvements appropriate for a bicycle route to slow traffic from Mequon Road.

Planning Considerations:

- This route will serve as an important connection to the recommended West Mequon Neighborhoods Bicycle Boulevard to provide access to the Ozaukee Interurban Trail especially if that route is implemented before improved facilities on Mequon Rd.

Ozaukee Interurban Trail

Extents: Pioneer Rd to County Line Rd

Install wayfinding signage at most lateral access points communicating information about the nearest vehicular street, permanent destinations, and bicycle routes. Consider educational signage about the rules of shared sidewalks for pedestrians and bicyclists in Mequon and Thiensville at these locations. Explore other safety improvements.

Planning Considerations:

- New lateral connections and signage on the trail within County-owned lands must be done in coordination with Ozaukee County.
- Improvements to properties abutting the Ozaukee Interurban Trail should be identified for potential lateral connections, but coordination with the County must be conducted before issuing permits to install improvements to the trail.
- Support the County in funding pursuits for capital and maintenance projects on and connecting to the OIT.

Cedarburg Road/STH 57

Extents: Westfield Rd to County Line Rd

Widen to an 8 ft paved shoulder on both sides of the road and a sidepath or sidewalk on at least one side. Designate

a bicycle route at the intersection of Cedarburg Rd/ Westfield Rd to connect to OIT and to River Barn Park.

Extents: Mequon Civic Campus to Mequon Rd

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

Planning Considerations:

- The planned redesign of the civic campus presents an opportunity to connect to the Ozaukee Interurban Trail for westbound bicyclists not comfortable bicycling on Mequon Rd where there are no bicycle facilities directly west of Cedarburg Rd. This connection is especially important if the recommended West Mequon Neighborhoods Bicycle Boulevard is implemented before the recommended improvements to Mequon Rd.
- The exact location of the crossing across Cedarburg Rd should be determined in coordination with the civic campus redesign. The crossing should be adequately distanced from Mequon Rd and Division Street. A mid-block crossing between City Hall and the pool could be a feasible location.

Green Bay Road

Extents: Highland Rd to Heidel Rd

Continue the sidewalk or sidepath on the west side of the street connecting to Milwaukee Area Technical College, Highland Woods, and existing sidewalk at Heidel Rd.

Range Line Road

Extents: Mequon Rd to Donges Bay Rd

Install a sidepath connecting residential areas along Mequon Rd and multiple schools (Lake Shore Middle School, Lumen Christi School, and Donges Bay Elementary).

Planning Considerations:

- While extending the short stretch of sidepath on the west side of the street is reasonable, it may instead be practical to install a sidepath on the east side of the street to more easily connect to schools.

Port Washington Road/CTH W

Extents: Highland Rd to Winding Hollow Ln

Install sidewalks on both sides of the street from Highland Rd to Glen Oaks Ln. Extend bike lanes that currently terminate at Winding Hollow Ln and install them to continue north to Highland Rd.

Planning Considerations:

- This roadway is a County Trunk Highway (W) controlled by Ozaukee County. Improvements to this roadway must be done in coordination with the County.
- Existing curb widths may not be sufficient to include on-street bicycle lanes with appropriate buffers as recommended by the bicycle facility selection matrix. Off-street facilities, reduction of the median width, or other design solutions may be necessary to include a bicycle facility.
- Because most travel on this corridor is likely connecting to origins and destinations from the west, a two-way bicycle facility on the west side of the roadway may be considered for its advantages over one-way facilities on both sides of the street.

Lake Shore Drive

Extents: Highland Rd to Donges Bay Rd

Install a 5 ft paved shoulder on both sides of the street. Consider also installing a 8 ft minimum sidepath on the east side of the street.

Extents: Donges Bay Rd to Zedler Ln

Install a 5 ft paved shoulder on both sides of the street.

East-West Corridor Recommendations

East-West corridor recommendations are listed in order from north to south through the Mequon-Thiensville limits. Extents are described from the west to the east.

Highland Road

Extents: Wauwatosa Rd/STH 181 to Ozaukee Interurban Trail

Install 6.5 ft paved shoulder.

Extents: Ozaukee Interurban Trail to Lake Shore Dr

Install a sidepath to connect OIT to Lake Shore Dr.

Freistadt Road

Extents: Green Bay Rd to River Rd

Install a sidepath to better connect Thiensville residents to OIT.

Riverview Drive

Extents: Ozaukee Interurban Trail to Freistadt Rd

Install bicycle boulevard improvements such as shared lane markings, route signage, speed reduction and traffic calming devices. Explore additional lateral access to OIT as a non-vehicular extension of Riverview Dr.

Division Street

Extents: Buntrock Ave to Main St

Install sidewalk on the south side of the street. Add shared lane markings on both sides of the street and consider various traffic calming, and speed reduction improvements appropriate for a bicycle route to slow traffic.

Planning Considerations:

- This route will serve as an important connection to the recommended West Mequon Neighborhoods Bicycle Boulevard (below) to provide access to the Ozaukee Interurban Trail especially if that route is implemented before improved facilities on Mequon Rd.

West Mequon Neighborhoods Bicycle Boulevard

Extents: Swan Rd/Mequon Rd intersection to Ozaukee Interurban Trail

Install traffic calming and safety improvements within the Solar Heights and Concord Creek subdivisions. Improvements will create a low-stress bicycle route through low-traffic residential streets and pedestrian/

bicycle-only paths between subdivisions via Poplar Dr, Vega Ave, Willowbrook Dr, Willowbrook Ct, Concord Creek, Creekside Ct, and Division St. Route signage and wayfinding is needed to direct bicyclists to the proper route along the winding streets. To make this route possible, crossing improvements are needed at the intersection of Swan Rd and Mequon Road and also the intersection of Wauwatosa Rd and Willowbrook Dr/Ct.

Planning Considerations:

- This route will serve as an important alternative to the recommended improvements along Mequon Rd between Swan Rd and the Ozaukee Interurban Trail (below). While facilities on both corridors are desirable, only one needs to be prioritized to create a complete bicycle network.

Mequon Road/STH 167

Extents: Wasaukee Rd to Lake Shore Dr (east terminus)

A buffered bicycle lane and/or cycle tracks should be considered for the extents of Mequon Road. Given the complexity and jurisdiction of the roadway, the appropriate facility type may change across the extents. Bicyclist protection and separation from mixed vehicular traffic and pedestrian traffic should be prioritized given the high level of activity.

Planning Considerations:

- Due to the complexity of designing bicycle facilities along Mequon Rd, the West Mequon Neighborhood Bicycle Boulevard (above) has been identified as a supplementary route that connects destinations in lieu of dedicated bicycle facilities between Swan Rd and the Ozaukee Interurban Trail. While facilities on both Mequon Rd and the West Mequon Neighborhoods Bicycle Boulevard are desirable, only one needs to be prioritized to create a complete bicycle network.
- Because it is a state-owned highway, coordination with WisDOT is needed to design the appropriate facilities for Mequon Rd.

Donges Bay Road

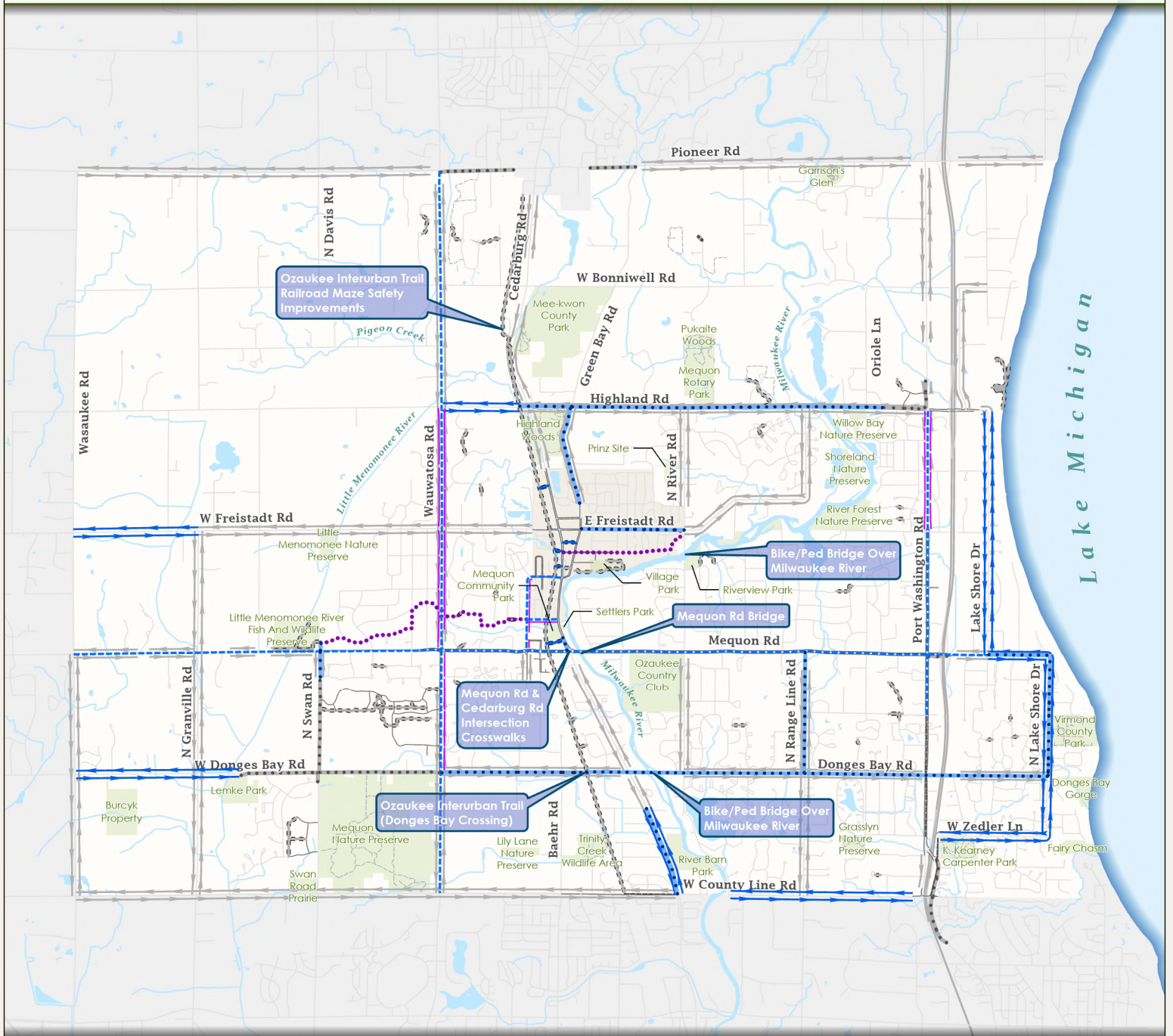
Extents: Wasaukee Rd to Lemke Park (east of Granville Rd)

Install 5 ft paved shoulders on both sides of the road.

Extents: Wauwatosa Rd/STH 181 to Ozaukee Interurban Trail

Install sidewalk or sidepath on south side of the road.

Recommended Bicycle & Pedestrian Facilities



Legend

Recommended Bike & Pedestrian Facilities

- Bicycle Boulevard
- Bike Lane
- Expanded Paved Shoulder
- Shared Use Path
- Sidewalk
- Sidewalk

Spot Improvement Recommendation

Existing Bike & Pedestrian Facilities

- Bike Lane
- Paved Shoulder
- Shared-Use Path
- Sidewalk
- Sidewalk
- Unpaved Trail

GRAEF

Data Source:
Bike Facility Recommendations -
GRAEF
Basemap Data - Ozaukee County



1.2

1 in = 1.2 mi

Extents: Ozaukee Interurban Trail to Lake Shore Dr

Install sidepath connecting OIT to the lakefront.

Planning Considerations:

- This facility could eventually cross the recommended bridge over the Milwaukee River as well as provide access to Donges Bay Elementary, commercial center on Port Washington Rd, and lakefront parks (Virmond Park and Donges Bay Gorge Natural Area).
- Before the bridge across the Milwaukee River is constructed, improvements east of the Milwaukee River may not be a priority.

Zedler Lane

Extents: Katherine Dr to Lakeshore Dr

Install 5 ft paved shoulder on both sides of roadway

County Line Road

Extents: River Rd to Port Washington Rd

Install 5 ft paved shoulder on both sides of roadway.

Spot Improvement Recommendations

Specific locations are identified for spot improvements to make the pedestrian and bicyclist network function better. For the most part, these recommendations focus on safety improvements and improvements to existing or potential crossings.

Donges Bay Road Bridge

Donges Bay Rd does not currently provide east-west access across the Milwaukee River. This forms a barriers in the facility network that requires diversion to Mequon Rd to continue east-west. With lower traffic volumes and direct access to the Ozaukee Interurban Trail, it is desirable to provide pedestrian and bicyclist access across the Milwaukee River at this location to facilitate lower-stress connections on the south side of the community. Limiting the facility to pedestrians and bicyclists only will help preserve the low traffic volumes along Donges Bay Road and maintain a low-stress environment.

Planning Considerations:

- Route signage is desirable to direct users through this future facility to other portions of the facility network.
- A future trail identified by the Village of Brown Deer along the Milwaukee River may present a future opportunity to connect this trail to the bridge facility.

Considerations for this connection should be made during design development.

- Improvements to Donges Bay Rd east of this bridge will not be as effective until the bridge is constructed.

Mequon Road Bridge

The bridge spanning Mequon Road over the Milwaukee River includes narrow sidewalks, high curbs, and wide outside lanes. There are opportunities for short-term and long-term safety improvements on this bridge to make it safer and more appealing for pedestrians and bicyclists.

The narrow sidewalk makes it desirable to separate bicyclists and pedestrians, but the current roadway is also not appealing for bicycling. A buffered bike lane is recommended within the existing space in the outside lane to provide protection for cyclists and a buffer to pedestrians. The narrowing of the outer lane should also encourage slower travel speeds from the constrained roadway.

Because the existing sidewalk is too narrow for a barrier element, yellow paint is recommended for the curb line to improve visibility for pedestrians to the high curb.

Planning Considerations:

- Four (4) ramps on/off the sidewalk to the section of buffered bike lane should be provided on each end of the bridge to allow bicyclists to leave/return to the sidewalk.
- Coordinate with WisDOT to review designs and funding considerations for the recommended improvement beyond scheduled mill and resurfacing.

Mequon Road/Cedarburg Road Intersection Crosswalks

One crash in the southeast corner of the intersection of Mequon Rd (STH 167) and Cedarburg Rd (STH 57) raises concerns about the visibility and driver alertness to pedestrian and bicyclist crossings. Additional high visibility signage alerting motorists to the crosswalk should be explored. Because all the right turn vehicle movements include yield control, there is an opportunity to explore supplemental signage. Adding additional yield markings should also be explored.

Planning Considerations:

- Both streets are State Trunk Highways and require coordination with WisDOT.
- Planned construction on Mequon Road (STH 167) does not extend to Cedarburg Road (STH 57). It is unlikely

that improvements can be made outside the project limits. A separate improvement should be pursued unless an opportunity is otherwise presented by WisDOT.

- It may be desirable to explore complete removal of the right turn slip-lanes long-term when the intersection is reconstructed to create a more appropriate urban condition that reflects the surrounding land uses.

Mourning Dove Lane

Extents: Firefly Ct to Wauwatosa Rd/STH 181

Complete the gap in the sidepath south of Mourning Dove Ln which would connect Swan Rd to Wauwatosa Rd/STH 181.

Ozaukee Interurban Trail - Railroad Maze Safety Improvements

The Ozaukee Interurban Trail (OIT) includes a section of trail that winds around a WE Energies substation facility and crosses a railroad. The right-angle turns and topography create low visibility for the shared-use facility, presenting safety concerns to pedestrians and bicyclists.

Safety signage, centerline paint, and potential speed calming devices should be explored in partnership with Ozaukee County to improve safety at this location. Signage should alert pedestrians and cyclists to be vigilant around blind corners and reduce speeds. Long-term, smoothing of the right-angle corners should be explored to improve visibility. Separated pathways for walking and biking could also be explored.

Planning Considerations:

- Coordinate improvements with Ozaukee County.
- Overhead utilities present a design constraint to trail realignment.

Ozaukee Interurban Trail - Donges Bay Road Crossing

Multiple bicycle/vehicle crashes have occurred at the trail crossing where the OIT crosses Donges Bay Road. There is a railroad crossing directly west of this trail crossing, and the trail crosses at a skew angle. Further north, the trail curves sharply around a building in the utility easement, creating a blind corner. These complex conditions present significant safety concerns and should be improved by increasing visibility, improving motorist alertness, and reducing driving speeds. While there is a crosswalk warning sign at this

crossing, it is not very visible due to the amount of visual stimulus from the railroad crossing.

A center median and curb extensions are recommended along this stretch of Donges Bay Road to improve safety at the crossing. The skew angle of the trail crossing should also be reoriented to 90 degrees. The new median and curb extensions would constrain the roadway and provide horizontal deflection, reducing driving speed and further alerting motorists to the presence of a trail crossing. Placement of the median west of the railroad will help to ensure that motorists are alerted to the presence of the crossing before entering the railroad track area, where they should not be stopping.

Reducing the trail crossing skew at the intersection and north of the building in the utility easement would improve the visibility for bicyclists and pedestrians and help people look both ways before crossing Donges Bay Road. Realignment also presents an opportunity to increase the distance between the trail and the railroad, thereby reducing the danger presented by a motorist crossing the railroad and having to stop for a bicyclist or pedestrian while in the railroad crossing. See Appendix C for conceptual design.

Planning Considerations:

- Skew elimination would require realigning the trail through an existing parking lot north of Donges Bay Rd. While the lot is in the same right-of-way as the trail, the parking lot appears to be used and there may be a need to explore a shared parking agreement with the commercial property directly to the east.
- Coordination with Ozaukee County and the railroad operator will be necessary to ensure compliance with railroad safety standards. However, it should be noted that the current condition is unsafe and any improvements should be a high priority.

Ozaukee Interurban Trail (OIT) - Additional Lateral Connections

Additional connections to the Ozaukee Interurban Trail are desirable for many reasons including increased commercial destination access, lower stress recreational connections, and helping to divert non-vehicular traffic away from arterial roadways, especially Mequon Rd. All connection described below must be coordinated through Ozaukee County. The recommended new connections below are listed in order from north to south:

Extents: 525 N Main St west to the OIT

This connection would create a new, northernmost lateral connection to the Village of Thiensville from the OIT, supporting access to destinations north of Freistadt Rd. This will allow crossings at Heidel Rd to access the trail without detouring south to Freistadt Rd.

Extents: 128 N Main St west to the OIT

This connection would extend the existing pedestrian pathway that travels from the Milwaukee Riverwalk across Green Bay Rd, across the Pigeon Creek, and across a mid-block crosswalk at 128 N Main Street further west to the OIT. The new lateral connection would likely travel between the Boucher Ford and Harley Davidson dealer buildings or be included in the redevelopment plans of either property.

Extents: Riverview Dr/Main St intersection west to the OIT

This connection is proposed as part of the Thiensville Master Plan extending west from the intersection of Riverview Dr and Main St, north of the State Farm Insurance building, west to the OIT, meandering north of Pigeon Creek before connecting to the trail.

Extents: 11335 N Cedarburg Rd west to the OIT

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

River Road Bridge

A bridge traveling north-south over the Milwaukee River connecting River Rd across the river and to Riverview Park would provide enhanced connectivity between residential areas, improve school access, and help to divert pedestrian and bicyclist connections away from Mequon Road. This location represents one of the shortest and more direct connections across the Milwaukee River north of Mequon Road, making it an ideal location for a bike/ped bridge.

Wayfinding Recommendations

Wayfinding is a useful tool for directing people to the correct route to a destination. Wayfinding is especially helpful in bicycle route networks where there can be substantial stress and confusion derived from navigating to a street without bicycle accommodations. Similarly for pedestrians, wayfinding can be helpful to direct people to destinations via routes with continuous accommodations.

Bicycle Routes

A network of bicycle routes is recommended throughout the community as the preferred streets for bicyclists. A bicycle route does not come with a specific facility type recommendation. The facilities may change along a route as appropriate for the given street the facility is located on. However, a bicycle route communicates that a street is intended as the best choice for a bicyclist. These routes should be designated as facilities are built and once a continuous, uninterrupted path between destinations is completed.

The Recommended Bicycle Route map on the following page shows the recommended network of streets that are most suitable for completing a route network. Numbers are included on each sign to aid with the implementation and tracking of a wayfinding scheme. At the time of writing this plan, no complete routes exist that are appropriate for installing bicycle route signage. This should be revisited as new projects are underway.

Trail Signage

Destinations along the Ozaukee Interurban Trail (OIT) should be identified with trail signage along the path. Unlike the street network, there is no standard system of signage that universally indicates intersections with streets, addresses, etc. Additionally, it can be difficult while on the path to know exactly where one is in relation to the street system until crossing a major street. Between those crossings, there are several existing and potential lateral connections that can facilitate pedestrian and bicyclist access without requiring them to go to the next major street. These connections should include signage that orients people to the destinations closest to that connection.

Legend

- Recommended Bike Route Signage
- Recommended Bike Routes

Existing Bike & Pedestrian Facilities

-  Bike Lane 
 Paved Shoulder
 Shared-Use Path
 Sidepath
 Sidewalk
 Unpaved Trail



Data Source:  Bike Route & Signage Recommendations - GRAEF

Basemap Data - Ozaukee County



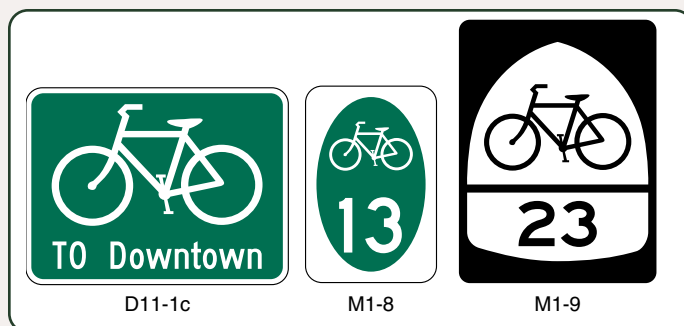
1.2

$$1 \text{ in} = 1.2 \text{ mi}$$

Signage Opportunities

The current trail contains minimal signage identifying what exists at lateral connections, such as at the connection to Mequon Community Park/Mequon City Hall/Buntrock Ave. There are also no indications of destinations at the Division Street intersection, even though no destinations are immediately visible from the intersection. This would be a good location to note the transition from Mequon to Thiensville limits and future route signage for the West Mequon Neighborhoods Bike Route. The signage located at the Spring Street lateral is very effective and can be used as a basis for future signage designs.

Other intersections like Freistadt Road and Highland Road could indicate further away connections such as local parks, schools, and institutions. A future connection west from Riverview Drive should also be signed if installed. The Recommended Bicycle Routes map includes symbols for recommended wayfinding signage locations.



Safety

Recommendations

The retrofitting and modernization of a vehicle-centric transportation system represents several challenges for promoting safety among other modes of travel. The following safety issues, described in more detail in the Existing Conditions - Assessment section of this Master Plan (page 28) should be addressed in addition to the recommended facilities:

- Increase motorist awareness of the increased presence of bicyclists on roadways.
- Increase pedestrian visibility along roadways with no dedicated pedestrian facilities.
- Increase motorist alertness at crossing for pedestrians and bicyclists across busy roads.
- Control roadway design's influence on travel speeds, with higher speeds representing increased risk of serious injury and fatalities resulting from crashes.
- Manage signage complexity and prioritize the information that must be communicated to fast moving roadway users.
- Improve perceptions of safety contributing to level of comfort and stress using non-vehicular transportation facilities.
- Address lack of awareness and misunderstanding the rules of the road and how to properly give way to different modes of travel in a shared environment.
- Reduce geometric roadway design that puts different modes of travel in potential conflict that increases the risk of serious crashes.

Addressing the above issues will take a variety of interventions and ongoing monitoring to increase safety. While increasing safety is an ongoing and continuous process, this plan includes several facility design examples for inclusion in safety improvements. These designs are summarized in Appendix D. Crash history from 2019-2023 should also inform safety interventions at dangerous crossings.

Standards for the design and application of traffic safety devices are included in the Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD).

Recommended Policies & Programs

Summary of Existing Policies and Programs

Both the City of Mequon and Village of Thiensville have adopted ordinances that regulate bicycle and pedestrian facility design and usage. Mequon requires bicycle and pedestrian facilities be constructed as part of any new subdivision approval, either through zoning ordinance and/or development agreements. Both Mequon and Thiensville allow the riding of bicycles on sidewalks. Below are the respective municipal ordinances.

Village of Thiensville Zoning Code Section 74-107 Regarding Bicycles on Village Sidewalks (adopted 2020)

(a) It shall be lawful for operators or riders of bicycles to use such equipment on any village sidewalk subject to Section 74-107(b)(a-e) below.

(b) Every person operating a bicycle upon a village sidewalk shall comply with the following:

- (a) Yield the right-of-way to any pedestrian.
- (b) Maintain safe and prudent speeds.
- (c) Exercise due care in approaching pedestrians, intersections, driveways, and any other structure on or adjacent to the sidewalk.
- (d) Give an audible signal when passing a bicycle rider or pedestrian proceeding in the same direction.
- (e) Refrain from rapidly moving between the sidewalk and roadway.

(c) Any person who violates any provisions of this section shall, upon conviction, forfeit not more than \$20.00, together with the costs of prosecution, and upon default of payment, shall be imprisoned in the county jail until the costs are paid, but not to exceed 30 days.

City of Mequon Zoning Code Section 82-93. - Riding bicycles on sidewalks permitted (adopted 2000)

Any person may operate a bicycle on sidewalks and pedestrian ways in the City of Mequon, subject to the following:

(1) Rules of the road. "Rules of the road" for bicycle operation on sidewalks and pedestrian ways are as follows:

- (a) Every person operating a bicycle pedestrian way shall yield the right-of-way to any pedestrian and shall exercise due care and give an audible signal when passing, a bicycle rider or pedestrian proceeding in the same direction.
- (b) Persons operating bicycles shall ride in single file.
- (c) Bicycles shall be operated at a moderate speed when no pedestrian is in the area and at a slow speed when pedestrians are present.
- (d) A person propelling a bicycle shall ride on or astride a regular seat permanently attached to the bicycle.
- (e) A bicycle cannot be used to transport more persons at one time than it was designed to accommodate, except that an auxiliary child seat or trailer designed to be attached to the bicycle may be used to transport a child if the seat or trailer is securely attached to the bicycle according to the directions of the manufacturer of the seat or trailer.
- (f) A person operating a bicycle shall not carry anything if it prevents the person from keeping at least one hand upon the handlebars.
- (g) No person operating a bicycle upon the public sidewalks or pedestrian ways shall participate in any race or speed or endurance contest with any other vehicle.
- (h) Every person operating a bicycle upon a public sidewalk or pedestrian way shall stop for all arterial highway and automatic traffic signals.
- (i) Every person propelling, operating or riding a bicycle upon a public sidewalk or pedestrian way shall be subject to the provisions of all city ordinances and state laws applicable to the operator of any vehicle, except those provisions which, by their nature, would have no application.

(2) Certain sidewalks and pathways limited to pedestrian use; determination of limited use. The common council may from time to time determine that because of location, condition, alignment or topography, certain sidewalks and pathways shall be limited to pedestrian use only. When such

a determination is made, appropriate signs shall be erected by the city along the sidewalk or pathway specifically prohibiting the use of bicycles or roller skates, skateboards, rollerblades, coaster wagons, scooters or any similar wheeled recreational devices or equipment that the common council may determine should not be permitted on said sidewalk or pathway.

(3) Penalties. Any person violating this section shall be punished by a forfeiture not to exceed \$50.00.

Recommended Safety Measures, Programs, Education, Encouragement, Advocacy, & Planning

Equity & accessibility, engineering, education, encouragement, and evaluation & planning are five “Es” that are noted essential elements that the League of American Bicyclists (League) considers essential to making and maintaining great places for safe cycling. The National Highway Traffic Safety Administration (NHTSA) similarly recommends three Es of engineering, education, and enforcement to reduce pedestrian injuries and fatalities in motorized vehicular crashes. Applied here in Mequon and Thiensville, these include:

Equity & Accessibility

Equity & Accessibility is the just and fair inclusion of everyone to participate and prosper via mobility, also recognizing that historically underserved and underrepresented populations should be addressed fairly, with mobility options open to everyone. The League recommends equity and accessibility as the essential lens through which all other Es should be viewed.

Primary Recommendation: Mequon and Thiensville should consider equity-facing opportunities in community engagement/education, data collection/evaluation, and infrastructure/physical bicycle and pedestrian amenity planning. This approach could include doing things like working with disability champions on outreach and

providing free helmets and bicycle tune-ups at community events. See here for a host of additional equity and accessibility recommendations from the Centers for Disease Control and Prevention: https://www.cdc.gov/pcd/issues/2023/23_0119.htm

Engineering

Engineering is the most visible safety component of a non-motorized mobility network. Sound engineering can result in well-connected networks, bicycle/alternative mode parking, and bicycle-friendly businesses and other destinations. Engineering is primarily covered in other sections of this Plan.

Primary Recommendation: Mequon and Thiensville should continue to follow recognized best practices for non-motorized connection and safety such as these: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm

Education

Education is a broad category that ranges from identifying and promoting safe routes and techniques for pedestrians and bicyclists to how-to strategies, such as how to ride safely, cross busy streets, and how to fit/wear a helmet properly. Education policies and programs are instrumental to the success of bicycle and pedestrian networks because they empower users to get out and ride by building skills and confidence. Local and online resources are available for cyclists of all ages and abilities here: <https://bikeleague.org/ridesmart/> and here: <https://wisconsinbikefed.org/what-we-do/programs/teaching-safe-bicycling/>

Shared sidewalks for pedestrians and bicyclists also present an increased need for education regarding expectations for sharing this space. While bicycling is permitted on sidewalks where no bicycle pathway is present in both Mequon and Thiensville, there is continuing education needed to communicate how to navigate this shared space.

Primary Recommendation: A standard message for communicating shared sidewalk space such as “Watch for bicycles: bicyclists give way to pedestrians” including reference to local ordinances permitting shared sidewalks can provide a clear and consistent message on signs throughout the Village. However, careful attention must be paid to integration of this signage with other signs throughout the transportation network intended for wayfinding, traffic, and other purposes.

It is also important to consider how these signs may be misinterpreted due to their placement. If signs are only concentrated on a few busy sidewalks, users may misunderstand that only those pathways are intended for bicyclists. In fact, all sidewalks permit bicyclists if no dedicated pathway is present. Balancing the specificity of these signs with the need to reduce the total amount of information being communicated is important.

Primary Recommendation: Mequon and Thiensville should continue to direct users to this website: <https://wisconsindot.gov/Pages/safety/education/default.aspx> and should consider creating locally specific web content for on- and off-road trail users of all ages and abilities.

Encouragement

Encouragement combines many initiatives and the strategies of the other Es to build enthusiasm and interest in the on- and off-road network that results in people using it. Program examples include Ciclovía (open-streets car-free festivals that are held independently across the U.S.), National Bike Month activities like these: <https://bikeleague.org/events/bike-month/>, launch parties and pop-up events for bicycle and pedestrian facilities that Washington County provides like these: https://www.washcowisco.gov/departments/natural_resources/parks_trails, and employer-driven incentive strategies such as mileage reimbursements that are recommended here: <https://zagdaily.com/opinion/how-and-why-should-companies-encourage-cycling-to-work/>

Primary Recommendation: Mequon and Thiensville should help promote existing programs that encourage non-vehicular mobility for health, wellness, and assorted transportation needs on its websites. In addition, the League recognizes 23 communities across Wisconsin as Bicycle Friendly Communities: <https://bikeleague.org/bfa/community/>, and Mequon may choose to join the list by taking some basic actions outlined on the League's website. Creating this Plan is a great step forward to inclusion in the League's list!

Evaluation & Planning

Evaluation & Planning includes monitoring the outcomes and documenting the results of implementing the other Es. Data collection before and after on- and off-road mobility infrastructure improvements are implemented – such as via user surveys and bicycle and pedestrian counts – are

critical to measuring the overall effectiveness of Mequon-Thiensville's bicycle and pedestrian network.

Primary Recommendation: Mequon and Thiensville should connect with the Wisconsin Department of Transportation's Wisconsin Active Transportation Plan 2050 (a combination of their past bicycle transportation and pedestrian planning efforts): <https://www.wisdotplans.gov/plan/atp2050> and to the Southeastern Wisconsin Regional Planning Commission's efforts: <https://www.sewrpc.org/Info-and-Data/Non-Motorized-Count-Program> to obtain bicycle and pedestrian data that can inform mobility facility improvements.

Enforcement

Enforcement includes policies that address bicycle and pedestrian safety issues – such as speeding, illegal turns and movements, and general rules of the road. Programs include options for community members to work collaboratively to promote safe bicycling, walking, and driving. Initiatives include crosswalk enforcement, Safe Routes to Schools: <https://www.saferoutespartnership.org/sites/default/files/srp-report-card-2024/srp-report-card-2024-wisconsin.pdf>, and Share the Road: <https://www.nhtsa.gov/share-road-its-everyones-responsibility>.

Primary Recommendation: Mequon and Thiensville should consider enforcement recommendations of the NHTSA, including recommendations, enforcement mechanisms, and examples here: <https://www.nhtsa.gov/sites/nhtsa.gov/files/812059-pedestriansafetyenforceoperahowtguide.pdf>.

Impact Fee Evaluation

Sec. 58-138 of the City of Mequon Code of Ordinances includes the following findings related to impact fees:

- (j) The City of Mequon has expanded or must expand its library; city hall; public works; and public safety and park facilities and services if new development is to be accommodated without decreasing current levels of service. This must be done in order to promote and protect the public health, safety and welfare.
- (k) The imposition of impact fees is one of the preferred methods of ensuring that development bears a proportionate share of the cost of capital facilities necessary to accommodate such development. This must be done in order to promote and protect the public health, safety and welfare.

- (l) Each of the types of land development described in section 58-145 hereof, will create a need for the construction, equipping, or expansion of the capital facilities.
- (m) The fees established by section 58-145 are derived from, are based upon, and do not exceed the costs of providing additional facilities and equipment necessitated by the new land developments for which the fees are levied.
- (n) Each of the reports entitled, "City of Mequon, impact fee needs assessment", dated January 29, 1997, and entitled "Park Needs Assessment and Impact Fees Analysis" dated February 28, 2007, respectively, sets forth a reasonable methodology and analysis for the determination of the impact of new development on the need and costs for additional public capital facilities in the city.

Sec. 58-143.5 specifies the calculation of impact fees for parks: The impact fee for parks, which includes parkland, playgrounds and land for athletic fields, as calculated in accordance with the applicable comprehensive park plan and needs assessment, shall be imposed in accordance with the following table:

Parkland Impact Fee Schedule

Land Use Type	Impact Fee
Residential	\$900.00/unit

The fee schedule shall be reviewed by the common council at least once each fiscal year and modified, if necessary, as a result of changes in credit calculation; changing facility needs; inflation; revised cost estimates for capital improvements; changes in the availability of other funding sources applicable to public facility projects; and such other factors as may be relevant (Sec. 58-150)

Recommendation:

Amend the impact fee ordinance (Sec. 58 Article III. – Impact Fees) to specify trails under Sec. 58-143.5, Sec. 58-145(a)(4), to ensure that impact fees may be calculated and levied for trails.

Sec. 58-146 specifies the use of funds. Funds collected from impact fees shall be used solely for the purpose of acquiring or making capital improvements and shall not be used for maintenance or operations. Sec. 58-147 specifies protocols for refunds, including that any funds not expended or encumbered **within the period of seven years from the date the impact fee was collected** by the city shall be returned to the current owner of the property with respect to which the impact fee was imposed, together with any interest actually accumulated on said funds.

Impact fees are enabled by Wisconsin Statute 66.0617 Impact fees. Any municipality may enact an ordinance

under Wis. Stats. 66.0617 that imposes impact fees on developers to pay for the capital costs that are necessary to accommodate land development. **Before enacting an ordinance that imposes impact fees or amending an ordinance that imposes impact fees by revising the amount of the fee or altering the facilities for which impact fees may be imposed, a municipality shall prepare a needs assessment for the public facilities for which it is anticipated that impact fees may be imposed.** The public facilities needs assessment shall include, but not be limited to, the following:

1. An inventory of existing public facilities, including an identification of any existing deficiencies in the quantity or quality of those public facilities, for which it is anticipated that an impact fee may be imposed.
2. An identification of the new public facilities, or improvements or expansions of existing public facilities, that will be required because of land development for which it is anticipated that impact fees may be imposed. This identification shall be based on explicitly identified service areas and service standards.
3. A detailed estimate of the capital costs of providing the new public facilities or the improvements or expansions in existing public facilities identified in subd. 2., including an estimate of the cumulative effect of all proposed and existing impact fees on the availability of affordable housing within the municipality.

Impact fees shall follow these standards (Full list of standards found in 66.0617(6)):

- (a) Shall bear a rational relationship to the need for new, expanded or improved public facilities that are required to serve land development.
- (am) May not include amounts for an increase in service capacity greater than the capacity necessary to serve the development for which the fee is imposed.
- (b) May not exceed the proportionate share of the capital costs that are required to serve land development, as compared to existing uses of land within the municipality.
- (c) Shall be based upon actual capital costs or reasonable estimates of capital costs for new, expanded or improved public facilities.
- (f) May not include amounts necessary to address existing deficiencies in public facilities.
- (fm) May not include expenses for operation or maintenance of a public facility.

Impact fees for trails:

Population-based standards as required by Wis. Stats. 66.0617 are not included in the 2019 City of Mequon Parks & Open Space Plan. Such standards are necessary for the application of impact fees towards new capital expenditures for trails. There are a total of 6.91 miles of shared use paths and 5.02 miles of sidepaths in the City of Mequon, 9,115 (± 377) households, and 25,102 (± 35) residents as of 2022 (American Community Survey, 5-year estimates). At this ratio, there are 0.28 miles of shared use path and 0.2 miles of sidepath per 1,000 residents. This is an example of the ratio that should be used for the development of a trail impact fee portion of the park impact fee assessment if it is to be amended to apply to trail development. The associated cost of increasing trail miles for one household should be estimated and used to increase the amount of impact fees required for new housing units. Further, these details should be filtered by the desired width of new trail facilities and exclude existing facilities which do not meet that standard. For example, if facilities < 8 ft wide are excluded, then there are only 0.15 miles of shared use path and 0.19 miles of sidepath for every 1,000 residents.

State Statutes restrict impact fees in the following ways. Implementing impact fees for trails will need to consider these limitations:

- Impact fees must be spent on the type of facility for which they were originally assessed.
- Impact fees may not be used to address existing deficiencies. Instead, they must be spent to accommodate increased needs based on new developments.
- Impact fee funds may not be reallocated for other types of expenditures. This means existing impact fees for parks may not be spent on new trails unless they are an improvement to parks for which the impact fees were calculated.
- Impact fees must be spent within seven years from the date of collection.
- A new impact fee for trails is necessary to begin funding trail expenses.

Facility Type	Length
Sidewalk – 5 ft	114,540
Sidewalk – 6 ft	8,611
Shared Use Path – 5 ft	5,494
Shared Use Path – 6 ft	8,586
Shared Use Path – 7 ft	2,130
Shared Use Path – 8 ft	6,013
Shared Use Path – 9 ft	12,826
Shared Use Path – 10 ft	1,439
Sidepath – 5 ft	866
Sidepath – 8 ft	7,982
Sidepath – 9 ft	13,110
Sidepath – 10 ft	4,566
Unpaved Trail	91,222

Facility Type	Miles/1,000 Residents
Shared Use Paths	0.28
Shared Use Paths ≥ 8 ft	0.15
Sidepaths	0.20
Sidepaths ≥ 8 ft	0.19

Peer Community Impact Fees

It is important that impact fees are reasonable and do not make residential development in the community uncompetitive compared to other communities. Impact fees for recreational purposes range from several hundred to a few thousand dollars in similar communities. For example, Oconomowoc residents must pay \$3,413 per dwelling unit in 2025 to fund recreational facilities such as parks, playgrounds, and other facilities. Meanwhile, Cedarburg charges just \$1,476 to single-family dwellings and \$980 to multi-family dwellings for recreational impact fees in 2024. Other communities that are not experiencing population growth may choose to forgo charging impact fees altogether since they would not generate significant revenue from it. Since recreational impact fees can be just a small portion of the overall impact fees charged in a community for new development, they may or may not have a significant impact on the total expense of new housing construction.

Implementation

Evaluation of Plan against Goals & Objectives

The recommended bicycle and pedestrian facilities shown in Section 3: Recommended Bicycle and Pedestrian Network meet the objectives as set forth by the City of Mequon and the Village of Thiensville summarized below:

1) Facility Design: Design bicycle and pedestrian facilities for users of all ages and abilities across the Mequon-Thiensville community, using appropriate design features based on the facility type.
Plan Components:

- The plan includes detailed guidelines for pedestrian and bicycle facility selection in an effort to match different facility types with the appropriate context.
- The plan identifies a core network for high-use travel corridors to be designed for all ages and abilities.
- The plan includes resources for facility design and further reading from the Federal Highway Administration and others.

2) Routes and Connections: Connect residents and the broader community to destinations with continuous bicycle and pedestrian facilities as needed to facilitate safe, low-stress travel.

Plan Components:

- The plan includes a long-range vision for a network that connects major destinations as identified by the high-use travel corridors. Additional routes recommended beyond these corridors to create a more complete and continuous network.
- Connections to destinations outside the community limits are identified in the Neighboring Jurisdiction Trail Plans.
- Community preference for low-stress off-street facilities is reflected in the recommendations which include multiple sidepath and sidewalk improvements.

3) Public Safety and Education: Develop a holistic approach to improving the safety of bicycle and pedestrian routes so that people of all ages and abilities feel comfortable choosing to walk and bike.

Plan Components:

- The plan includes facility design standards to guide the implementation along minimum safety standards and accessibility requirements.
- The plan includes implementation guidance for bike routes to ensure that facilities are designed and constructed before route signage is installed.
- The plan identifies alternate routes for people of different levels of comfort traveling to destinations.
- The plan recommends targeted crossing improvements at key locations to improve safety and address crashes identified in the assessment of crash data.
- Additional communication via signage and outreach is recommended to improve public education about the rules of shared pedestrian and bicycling infrastructure.
- Specific improvements around school properties are recommended to increase the ability to choose to walk to school.

4) Intergovernmental Coordination: Work with the appropriate government agencies to coordinate trail planning and construction efforts.

- The relevant jurisdiction for State and County roadways is identified in the recommendations.
- Opportunities to connect recommended facilities with neighboring jurisdictions is identified.
- Opportunities for implementing the recommendations in planned roadway projects by other jurisdictions is included.
- Lead responsibilities are identified in the Implementation section to establish who is responsible for coordinating with other jurisdictions.

Funding Sources and Costs

Funding Sources

While local funds and impact fees may be spent on improving the bicycle and pedestrian network in Mequon-Thiensville, the community should strive to attract as much external grant funding as possible to complete the recommended improvements of this plan. Grants are a great supplement to capital improvement costs and will help the community achieve the goals of this plan more efficiently. The funding sources below should be continuously explored for assistance with completing the projects in this plan:

Federal and State Grants:

The grants below are typically federal grants administered at the State level. Many include matching (shared cost between the grantee and the recipient) while some do not require any local contribution. Trails, bicycle and pedestrian facilities, and safety improvements by local governments all qualify for funding under the following programs:

Transportation Alternatives Program (TAP)

TAP may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, shared-use paths, school safety, and rails-trails. TAP funds may also be used for selected education and encouragement programming such as SRTS (below). TAP pays 80% of eligible project costs. Infrastructure projects must be at least \$300,000 including design costs. Non-infrastructure projects need only cost \$50,000. Learn more at <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

Safe Routes to Schools (SRTS)

SRTS is funded under TAP (above) to encourage children K-8 to walk and bike to school. Funding for SRTS should be now pursued through TAP grants.

Surface Transportation Program (STP)

The Surface Transportation Program is broken into 3 constituent programs: Urban, Local, and Rural. This distinction is based on roadway jurisdiction, with urban roadways including eligible highways within urban areas, local roadways including non-state highway system collector and local roads, and rural primarily

consisting of county highways. Local and urban funding should be pursued for relevant projects in the community. Recent funding for local projects has been limited to construction-only projects with design being 100% locally funded while urban projects are not as limited. Learn more at <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/stp-local.aspx>

Congestion Mitigation/Air Quality Program (CMAQ)

CMAQ grants are awarded to projects that improve air quality by enhancing non-vehicular mode share, reduce vehicle miles traveled (VMT), improving traffic flow, and reducing vehicle emissions. The funding eligibility is broad and can apply to a variety of projects. Funding is prioritized for areas in non-attainment for air quality standards, including Ozaukee County. Projects must cost a minimum of \$200,000 including design, real estate acquisition, and construction engineering work. Non-construction projects must cost at least \$50,000. Learn more at <https://wisconsindot.gov/pages/doing-bus/local-gov/astnce-pgms/aid/cmaq.aspx>

Carbon Reduction Program (CRP)

CRP funds a broad array of projects aimed to reduce carbon emissions. Trails and bicycle facilities qualify under this program. CRP pays 80% of project costs. Learn more at <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/carbon.aspx>

Recreational Trails Program (RTP)

RTP funds 80% of recreational trail costs for local projects including development, maintenance, and rehabilitation. This program is administered by the Wisconsin Department of Natural Resources. Learn more at <https://dnr.wisconsin.gov/aid/RTP.html>

Active Transportation Infrastructure Investment Program (ATIIP)

ATIIP is administered directly by the US Dept of Transportation for planning or construction of sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community. Planning and design grants must cost at least \$100,000 to qualify. Construction grants must cost at least \$15 million. It is recommended that Mequon-Thiensville partner with other jurisdictions on larger improvements when applying for funding under this program, such as inter-jurisdictional trail facilities connecting over natural

features, waterways, and extreme topography. Learn more at <https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip>

Highway Safety Improvement Program (HSIP)

HSIP specifically targets safety issues such as crashes, fatalities, and serious injuries occurring on highway facilities. The program has an emphasis on low-cost projects that can be implemented quickly, ideally within four years. The State will pay 90% of project costs. \$60 million per year is available in Wisconsin under this program. On State roadways, the State will pay the 10% match. On local roads, the municipality pays the 10% match. Projects such as signals, signage, and road geometry improvements which would increase safety qualify under this program as well as traffic calming infrastructure. Learn more at <https://wisconsin.gov/pages/doing-business/local-government/transportation/highway/hsip.aspx>

Safe Streets and Roads for All (SS4A)

SS4A funds regional, local, and tribal initiatives to prevent roadway deaths and serious injuries. The program is administered directly by the US Dept of Transportation. The program funds planning and demonstration projects as well as implementation projects. This can include infrastructure, education, and operational activities. Learn more at <https://www.transportation.gov/grants/SS4A>

Knowles-Nelson Stewardship Program Grants

The Wisconsin Dept of Natural Resources will provide up to 50% of land acquisition and/or trail development costs to provide public access for outdoor recreation purposes. Learn more at <https://dnr.wisconsin.gov/topic/Stewardship/GrantHome>

Planning Level Cost Opinions

This plan includes several high-level options for facility improvements across the community. For long-range planning purposes and prioritization, costs are included to provide an idea of the order of magnitude for each possible facility improvement. The following details should be understood while using the estimates:

- Costs are estimated in 2025 dollars. Costs may increase due to inflation, but may also decrease due to other factors. Costs are subject to continuous change.
- Costs do consider design and engineering fees plus a 30% contingency for unknown factors.
- Costs do not factor in location-specific factors such as utilities, topography, existing facilities, environmental features, etc.
- Costs do not factor land acquisition and assume all work is completed in the right-of-way.
- Costs are planning level only. Further engineering design and is required for specific projects.
- Costs do not factor in efficiencies that may be achieved through the coordination of facility improvements with other construction projects.
- Costs do not factor differences between in-house versus contracted labor, mobilization, and associated efficiencies.

Key:

LF - Linear Foot

SF - Square Foot

EA - Each (Lump sum)

Cost Ranges:

Cost ranges provided are based on variable width/size of facilities.

Maintenance

The maintenance of facilities is an important component in the annual operating budgets for bicycle and pedestrian facilities. This plan includes planning-level maintenance costs to the right for some major facility types. Local agency costs will provide a more accurate predictor of maintenance costs.

Note while some maintenance is not conducted annually, the annual cost is derived by dividing the total cost by the number of years between incurring such costs.

64 5: IMPLEMENTATION

Item Name	Unit	Unit Cost
Asphalt Trail (8-12 ft)	LF	\$160-240
Concrete Sidewalk (5-8 ft)	LF	\$75-120
Paved Shoulder (4-8 ft)	LF	\$72 -144
Shared Lane Markings	EA	\$350
Bike Lane - Painted	LF	\$8
Bike Lane - Buffered	LF	\$35
Off-Street Cycle Track	LF	\$170-200
Bike Green Paint	SF	\$24
Pedestrian Bridge	SF	\$750
At-Grade Crossing - Mid block	EA	\$35,000
Route Signage	EA	\$250 -325
Crossing Sign - Active Warning Beacon (RRFB)	EA	\$30,000
Curb Ramp	EA	\$2,000-4,000
Curb Extension - Pinned	EA	\$4,000
Curb Extension - Permanent	EA	\$25,000
Median Refuge Island - Pinned	SF	\$30
Median Refuge Island - Permanent	SF	\$45
Speed Hump	EA	\$7,500
Painted Crosswalk - Transverse	LF	\$5
Painted Crosswalk - Continental	LF	\$13
Raised Pedestrian Crossing	EA	\$65,000
Traffic Circle	EA	\$25,000

Routine Maintenance	Annual Cost/Mile
On-street bicycle facilities	\$3,750
Street sweeping (twice annually)	\$100
Sign repair or replacement	\$350
Pavement marking application	\$3,300
Paths and trails	\$2,600
Landscaping, sweeping, and litter removal	\$1,200
Crossing maintenance (bridges, crosswalks, etc.)	\$400
Other/misc.	\$1,000
Snow removal (per snow event; optional, not included in total)	\$500

Pavement/Structure Maintenance	Annual Cost/Mile
On-street bicycle facilities (crack sealing)	\$900
Paths and trails	Varies
Crack sealing (every 4-5 years)	\$3,200-\$4,000
Aggregate replacement for gravel trails (every 15-20 years)	\$22,000-30,000
Reapply centerlines (every 3-5 years)	\$1,100

Implementation Step	Lead Responsibility	Implementation Details
During road reconstructions, coordinate the inclusion of recommended bicycle and pedestrian facilities that involve changes in curb alignment or other major changes.	Public Works	
During road repaving, coordinate the inclusion of expanded paved shoulders.	Public Works	
Prioritize the recommendations in this Master Plan annually for inclusion in capital improvement plans and construction projects.	Bike & Pedestrian Way Commission	- Note any dependencies between recommended facilities and how they connect to one another. - See Prioritization on page 66.
Update and revise the recommendations in this plan every five years to reflect completed projects, new opportunities, and other changes that effect the recommendations.	Bike & Pedestrian Way Commission	
Conduct a wayfinding and safety signage study to determine the appropriate design and locations for a signs to support the bicycle and pedestrian network.	Public Works	- Signs should communicate permanent locations for wayfinding. - Signs should communicate essential safety information for bicyclists and pedestrians. - Signs should be installed incrementally over time as the network is developed.
Coordinate annually with WisDOT and Ozaukee County for any facility improvements involving non-local roadways.	Public Works	
Integrate the recommendations of this Master Plan into the development review process to ensure new developments are able to accommodate new bicycle and pedestrian facilities where identified.	Community Development (Mequon); Planning & Zoning (Thiensville)	
Require non-vehicular pathways between subdivisions and new developments (especially residential) where local streets terminate nearby another street without convenient local access.	Community Development (Mequon); Planning & Zoning (Thiensville)	- Consider how this plan is integrated into the development review process overall. - Consider enhancements to development applications to call attention to this requirement.
Ensure that newly installed facilities meet the minimum recommended standards included in this Master Plan, and seek to exceed those standards where appropriate based on demand, safety, and accessibility.	Public Works; Engineering	Check periodically for the latest standards from the State of Wisconsin including any newly released standards for complete streets and bicycle facilities.
Pursue grants as they become available to fund recommended facilities. Review grant opportunities annually.	Community Development (Mequon); Planning & Zoning (Thiensville)	- Utilize planning-level cost opinions for requested funding amounts. - See Funding Sources and Costs on page 62.
Maintain constant communication with Ozaukee County regarding improvements affecting the Ozaukee Interurban Trail within Mequon-Thiensville limits.	Community Development (Mequon); Planning & Zoning (Thiensville)	Seek to clarify the initial and ongoing responsibility for trail signs, maintenance, and future improvements between the County and local jurisdictions.
Notify the Southeast Wisconsin Regional Planning Commission (SEWRPC) of updates to this Master Plan for inclusion in regional plans.	Community Development (Mequon); Planning & Zoning (Thiensville)	
Coordinate with the Southeast Wisconsin Regional Planning Commission during Master Plan update processes to inform any interjurisdictional coordination of planned facilities.	Public Works	
Consider strategies to communicate rules for bicycling on sidewalks to the Mequon-Thiensville community such as social media, events, and other forms of communication.	Parks (Mequon); Parks and Recreation (Thiensville)	Review grant opportunities for programs to fund these activities.

Prioritization

The recommendations of this Master Plan are long-range and require prioritization into manageable projects incrementally over time to achieve the community's goals. Each year, the Bike & Pedestrian Way Commission should seek to prioritize a list of projects for inclusion in the immediate term.

At its most basic level, the prioritization should be a list of projects recommended in this plan. However, as plans become a reality, additional specificity for each recommendation will be needed to facilitate implementation. The following framework is provided to guide the annual prioritization of projects:

Project Name:

Extents:

Facility Type(s):

Alignment:

- Which side(s) of the street?
- Crossing locations (north, south, east, and/or west leg of the intersection, or mid-block)

Changes to existing facilities:

- Curbs, travel lanes, turn lanes, medians, and signals:
- Sidewalks, sidepaths, trails, landscaping, buildings, and utilities:

Interjurisdictional Coordination:

- City of Mequon, Village of Thiensville, or both?
- State or County roadway?
- School district(s)?
- Neighboring municipalities?

Opportunities to integrate this project into another existing project:

Anticipated cost(s):

- Order of magnitude - (High, medium, low cost)
- Cost opinion(s), if available:
- Grants, grant opportunities, and/or anticipated funding source(s):

Dependencies:

- Should this project be constructed before another project?

- Does this project help complete another project?
- Are there other projects that should be constructed before this project?

Additional Details:

Each of the above fields should be completed to the extent feasible during the annual prioritization of projects. Some additional details to consider include:

- What are the potential barriers to implementing this project?
- What details still need to be figured out during the design process, such as signage, private developments, etc?
- What sort of public outreach may be necessary to advance this project?
- What do the community engagement survey results from this Master Plan say about this project?
- Does the project meet the minimum recommendations of the Bicycle Facility Selection Matrix, if relevant?

Appendix

A. Bike/Ped Crash Data

B. E-Bikes Overview

C. Facility Design Details

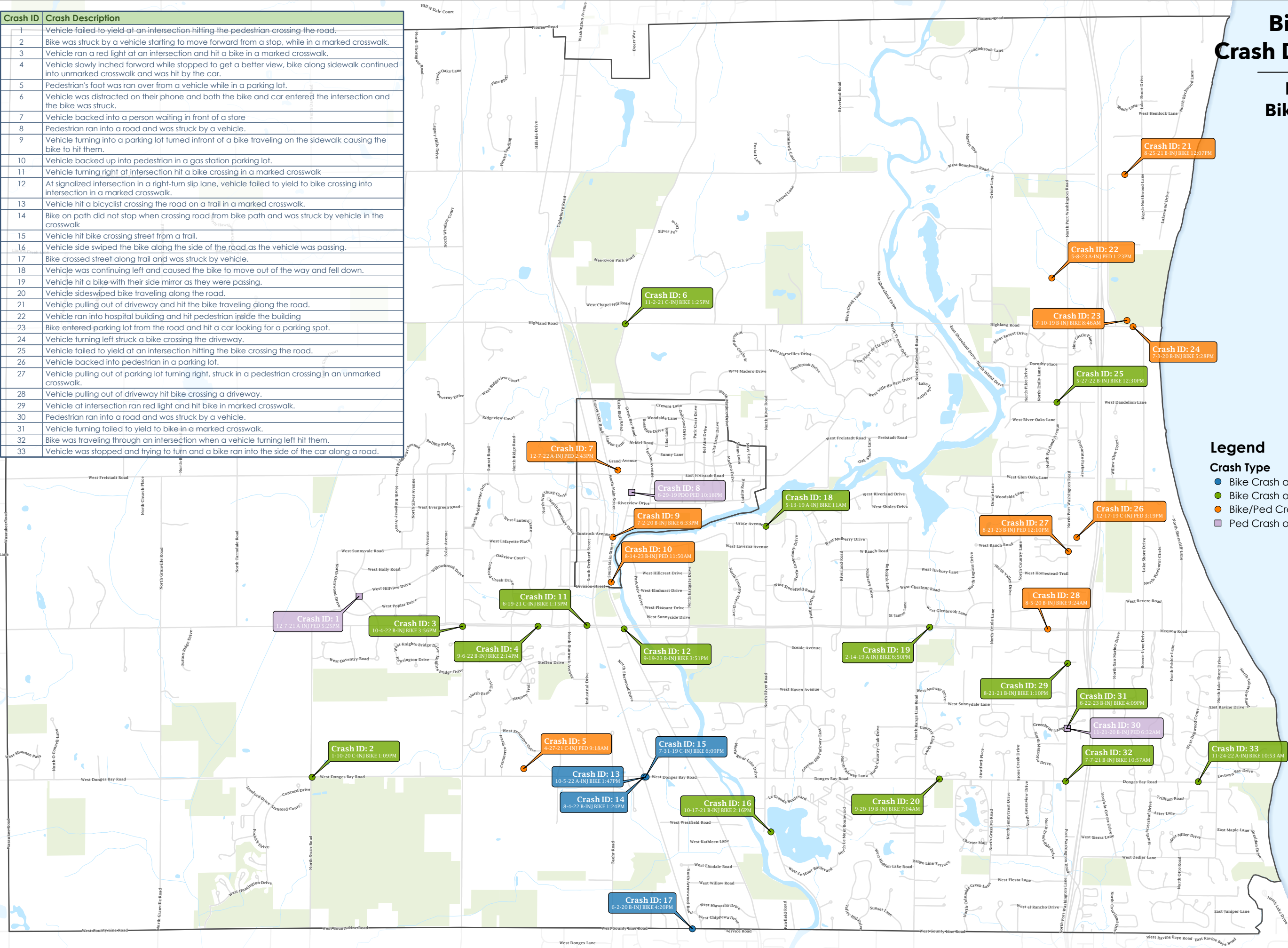
D. Additional Facility Types

E. Public Feedback

Bike & Pedestrian
Crash Data 2019-2023

Mequon - Thiensville
Bike & Ped Master Plan

Crash ID	Crash Description
1	Vehicle failed to yield at an intersection hitting the pedestrian crossing the road.
2	Bike was struck by a vehicle starting to move forward from a stop, while in a marked crosswalk.
3	Vehicle ran a red light at an intersection and hit a bike in a marked crosswalk.
4	Vehicle slowly inched forward while stopped to get a better view, bike along sidewalk continued into unmarked crosswalk and was hit by the car.
5	Pedestrian's foot was ran over from a vehicle while in a parking lot.
6	Vehicle was distracted on their phone and both the bike and car entered the intersection and the bike was struck.
7	Vehicle backed into a person waiting in front of a store
8	Pedestrian ran into a road and was struck by a vehicle.
9	Vehicle turning into a parking lot turned infront of a bike traveling on the sidewalk causing the bike to hit them.
10	Vehicle backed up into pedestrian in a gas station parking lot.
11	Vehicle turning right at intersection hit a bike crossing in a marked crosswalk
12	At signalized intersection in a right-turn slip lane, vehicle failed to yield to bike crossing into intersection in a marked crosswalk.
13	Vehicle hit a bicyclist crossing the road on a trail in a marked crosswalk.
14	Bike on path did not stop when crossing road from bike path and was struck by vehicle in the crosswalk
15	Vehicle hit bike crossing street from a trail.
16	Vehicle side swiped the bike along the side of the road as the vehicle was passing.
17	Bike crossed street along trail and was struck by vehicle.
18	Vehicle was continuing left and caused the bike to move out of the way and fell down.
19	Vehicle hit a bike with their side mirror as they were passing.
20	Vehicle sideswiped bike traveling along the road.
21	Vehicle pulling out of driveway and hit the bike traveling along the road.
22	Vehicle ran into hospital building and hit pedestrian inside the building
23	Bike entered parking lot from the road and hit a car looking for a parking spot.
24	Vehicle turning left struck a bike crossing the driveway.
25	Vehicle failed to yield at an intersection hitting the bike crossing the road.
26	Vehicle backed into pedestrian in a parking lot.
27	Vehicle pulling out of parking lot turning right, struck in a pedestrian crossing in an unmarked crosswalk.
28	Vehicle pulling out of driveway hit bike crossing a driveway.
29	Vehicle at intersection ran red light and hit bike in marked crosswalk.
30	Pedestrian ran into a road and was struck by a vehicle.
31	Vehicle turning failed to yield to bike in a marked crosswalk.
32	Bike was traveling through an intersection when a vehicle turning left hit them.
33	Vehicle was stopped and trying to turn and a bike ran into the side of the car along a road.



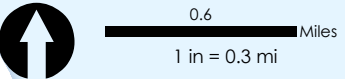
Legend

Crash Type

- Bike Crash at a Trail Crossing the Roadway
- Bike Crash on Roadway/Intersection
- Bike/Ped Crash in parking lot/driveway entrance
- Ped Crash on Roadway/Intersection

GRāEF

Data Source:
Crash Data - UW Madison
Traffic Operations & Safety Lab
Basemap Data - Ozaukee County



B. E-Bikes Assessment

OVERVIEW:

In recent years, the rise of electric bicycles (also known as electric-assist bikes and e-bikes) in the U.S. has been tremendous, both in terms of sales and use. Market research shows skyrocketing growth in e-bike sales (not to mention pedal-bike sales) fueled by the pandemic lockdown, concerns about the economy (e-bikes – according to eBikes.org – save commuters about \$48/week compared to weekly single-occupancy vehicle commutes), and environmental factors (particularly air quality improvements). At a personal level, e-bikes are popular because they enable longer-distance trips and faster speeds, help riders tackle challenging hills, and take away some constraints caused by aging and physical limitations. The top reasons people use e-bikes are for leisure and fitness riding. In fact, about 15% of the U.S. population now owns at least one e-bike (as of 2023). Forecasts for 2024 expect over 44 million e-bikes in the U.S., with over 77 million expected by 2030. Planning for multi-use trails that accommodate emerging e-bike trends is paramount!

In the U.S., e-bike manufacture is regulated at the federal level while e-bike operation is regulated at the state level (and those state regulations vary widely). In Wisconsin, there are four classes of e-bikes, and classes 1-3 are regulated like non-motorized bicycles. Class 4 e-bikes are mopeds and are rather regulated like motorcycles; they are not covered herein. Classes 1-3 e-bikes in Wisconsin do not need to be registered, licensed, or insured. Classes 1-3 e-bikes vary in maximum speeds they can reach and whether a rider needs to pedal as follows:

E-Bike Class	Max. Electronic Assist Speed	Assist Type	Other
1	20 mph	Pedal	N.A.
2	20 mph	Pedal & Throttle	N.A.
3	28 mph	Pedal	Operators need to be 16 YO, although younger passengers may ride e-bikes designed for 2 riders

Classes 1-3 e-bikes are subject to the rules of the road. In addition, e-bikes can be used on Wisconsin's touring trails but not on mountain bike trails. Milwaukee County permits e-bikes (as well as e-scooters) on their trail system, but have

enacted a 20 mph speed limit. This is loosely enforced in Milwaukee County through the staffing of 12 bicycle police officers. Generally, any safety requirements and suggestions apply equally to pedal and pedal-assist bicycles alike.

MASTER PLANNING CONSIDERATIONS:

While classes 1-3 e-bikes are allowed on bike paths in Wisconsin, Mequon and Thiensville DO have authority to restrict their use further. This master plan may consider whether there are (1) roadways or paths along which e-bikes should be further regulated and (2) classes of e-bikes that should be further regulated. This is a discussion that City of Cedarburg was interested in exploring alongside Ozaukee County and other County municipalities.

There are reasons to consider further regulating e-bikes, and those reasons generally fall into two categories. Those include:

Reasons to not further restrict e-bikes on non-motorized trails include that e-bikes help:

- (people with disabilities and/or who are older) keep up with the flow of other bicycle traffic
- (people) travel further than they are able under their own pedal power
- reduce the incidence and severity of chronic health conditions
- reduce the perception that only cars can take you there
- difficulty with enforcement (and associated costs)

Reasons to further restrict e-bikes on non-motorized trails include that e-bikes hinder:

- the enjoyment of other trail users
- safety, creating the potential for more dangerous conflicts and crashes
- differences between bicycles and e-bikes are especially concerning on sidewalks where the presence of bicycles is less expected and space is constrained

Mequon-Thiensville should primarily seek to coordinate e-bike regulations in coordination with neighboring jurisdictions to reduce policy differences between locations and improve overall awareness of policies. However, because allowing bicycles on sidewalks is unique to Mequon-Thiensville at the time of writing this plan, specific restrictions for e-bikes on sidewalks may be pursued independently. While there has not been much concern

expressed about e-bikes on sidewalks to date, there may be concerns that emerge as e-bikes become more prominent.

Options for considerations, including details for implementation of e-bike restrictions on sidewalks include:

1. Fully restricting e-bikes on sidewalks (narrower than 8 ft), but not on sidepaths, trails, or other off-street facilities measuring at least 8 ft in width. This is likely easiest to implement and enforce because conventional wisdom suggests that narrow sidewalks are inappropriate for e-bikes. Specific signage differentiating e-bikes would be unnecessary, but can reference the local ordinances that have specific language.
2. No restrictions for e-bikes compared to bicycles. This would be easy to implement but risks posing an increased safety risk over time as e-bikes become more common. This would increase the importance of universal signage reminding bicyclists to give way to pedestrians.
3. Restrict class 3 e-bikes on sidewalks and limit speeds to ~10 miles per hour. This would reduce the most concerning safety issue of high speed collisions, but it may be difficult to implement and enforce. It is difficult to distinguish between e-bike types without investing considerable enforcement resources, and education of these policies to the general public may be complex. However, this compromise may satisfy user groups who are ok with limited e-bike use on sidewalks.

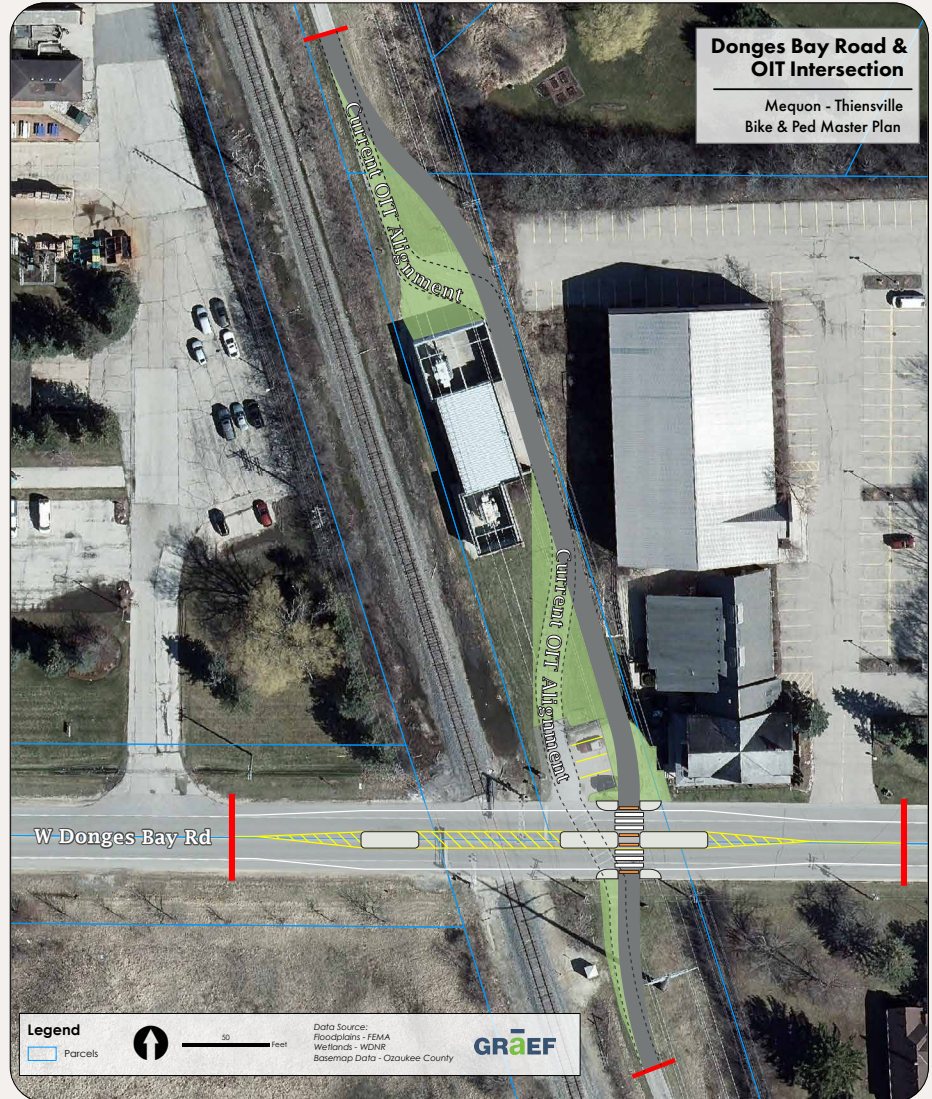
C. Facility Design Details

Ozaukee Interurban Trail - Donges Bay Road Crossing

Multiple bicycle/vehicle crashes have occurred at the trail crossing where the OIT crosses Donges Bay Road. There is a railroad crossing directly west of this trail crossing, and the trail crosses at a skew angle. Further north, the trail curves sharply around a building in the utility easement, creating a blind corner. These complex conditions present significant safety concerns and should be improved by increasing visibility, improving motorist alertness, and reducing driving speeds. While there is a crosswalk warning sign at this crossing, it is not very visible due to the amount of visual stimulus from the railroad crossing.

A center median and curb extensions are recommended along this stretch of Donges Bay Road to improve safety at the crossing. The skew angle of the trail crossing should also be reoriented to 90 degrees. The new median and curb extensions would constrain the roadway and provide horizontal deflection, reducing driving speed and further alerting motorists to the presence of a trail crossing. Placement of the median west of the railroad will help to ensure that motorists are alerted to the presence of the crossing before entering the railroad track area, where they should not be stopping.

Reducing the trail crossing skew at the intersection and north of the building in the utility easement would improve the visibility for bicyclists and pedestrians and help people look both ways before crossing Donges Bay Road. Realignment also presents an opportunity to increase the distance between the trail and the railroad, thereby reducing the danger presented by a motorist crossing the railroad and having to stop for a bicyclist or pedestrian while in the railroad crossing.



Planning Considerations:

- Skew elimination would require realigning the trail through an existing parking lot north of Donges Bay Rd. While the lot is in the same right-of-way as the trail, the parking lot appears to be utilized and there may be a need to explore a shared parking agreement with the commercial property directly to the east.
- Coordination with Ozaukee County and the railroad operator will be necessary to ensure compliance with railroad safety standards. However, it should be noted that the current condition is unsafe and any improvements should be a high priority.

D. Additional Facility Types

In addition to the general roadway facilities that are installed all along a corridor, there are many other facility types that can enhance the network's safety, navigability, and usefulness to all roadway users. Below is a list of typical facility types that can be appropriately applied within the facility network:

All descriptions are derived from the FHWA Small Town and Rural Multi-modal Networks or NACTO Urban Bikeway Design Guide publications. Further detail on each should be reviewed prior to implementation of any of the following facilities.

Additionally, the Manual on Uniform Traffic Control Devices for Streets and Highways should be consulted to ensure facility types are not in conflict with established standards for how and when they should be installed. While not a comprehensive resource, the MUTCD should always be the starting point for the inclusion and design of new roadway facilities when designing streets for motor vehicles.

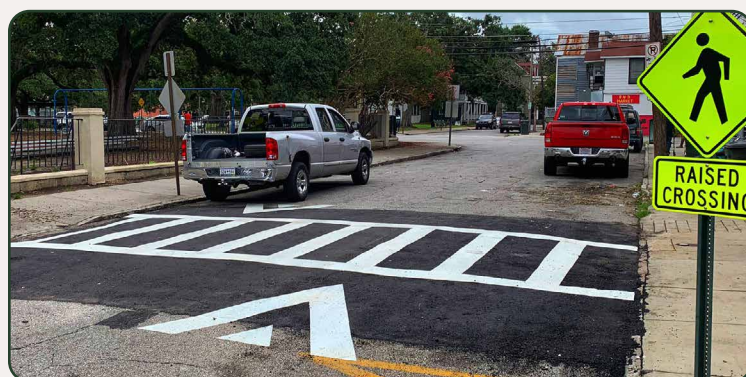
Intersections/Crossings/Pavement Markings

Median refuge island



These islands divide crossings into multiple stages with a median safety island along the centerline of a street that narrows the travel lane and requires deflection of an otherwise straight vehicle path. This allows crossing bicyclists and/or pedestrians to accept gaps in traffic one direction at a time. Median safety islands for bicycle crossings should be at least 8 ft deep to accommodate crossing bicyclists. (FHWA)

Raised crossing



Configure crossing with raised speed table or "dustpan" style driveway geometry to create vertical deflection of turning vehicles. This physically indicates priority of path travel over turning or crossing traffic and helps reduce the risk associated with bidirectional crossings. (FHWA)

Mid-block crossing



Mid-block crossings provide a crosswalk between two intersections that are very far apart, justifying another crossing in the middle of a block to provide a more direct route for pedestrians and bicyclists. These can vary in size from about 8 ft wide for pedestrians only to 16-20 ft wide for trails or high-volume locations. This involves installing new curb ramps on both sides of the street and painting a crosswalk.

Curb extensions



Curb extensions reduce traffic exposure and increase visibility of crossing users. Curb extensions should not be used within shoulders where they interfere with bicycle travel along the major roadway. (FHWA)

Traffic circle/mini roundabout



Traffic circles/mini roundabouts have a small footprint and partially/fully traversable and/or mountable central island. These reduce speeds at intersections by causing horizontal deflection, improving motorist awareness of crossings. (FHWA)

Bike box



A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during

the red signal phase. They are especially useful where a left turn is required to follow a designated bicycle route, access a shared use path, or when the bike lane moves to the left side of the street. Boxes are typically 10-16 feet deep. A separate stop line must be painted for motor vehicles, and right turns on red must be prohibited to prevent encroachment by motor vehicles. (NACTO)

Two-stage turning boxes



Two-stage turning boxes offer bicyclists a safe way to make left turns at multi-lane signalized intersections from a right side cycle track or bike lane. Rather than making a left turn, bicyclists receive two separate green signal indications to continue left through an intersection: first, straight through to the opposite corner along the street; and second, turning left to go straight through on the second signal phase. This results in a more comfortable left turn compared to a bike box at the trade off at higher average signal delays. (NACTO)

Diverters/modal filters



Diverters/modal filters are placed at the entrance point of an intersection to prevent motor vehicles from entering a segment of roadway intended only for bicyclists. These can be applied to contraflow bike lanes on otherwise one-way streets or on low volume streets to discourage cut-through traffic from a specific direction. A narrow gap is maintained in the diverter to allow bicyclists through.

Crosswalk markings



Crosswalk markings raise awareness of the crossing by motorists. Continental/ladder (striped) markings are more visibly prominent as compared to standard (parallel) markings. (FHWA)

Intersection bike lane crossing markings



Bicycle pavement markings through intersections indicate the intended path of bicyclists through an intersection or across a driveway or ramp. They guide bicyclists on a safe and direct path through the intersection, and provide a clear boundary between the paths of through bicyclists and either through or crossing motor vehicles in the adjacent lane. These can include (either separately or in combination) dotted continuation of solid white bike lane lines, chevrons, bike lane symbols, and bike green paint. (NACTO)

Bicycle green paint



Where special emphasis of a bike lane at an intersection or turning conflict, green pavement color may be used within bike lanes and at merging or weaving areas where motor vehicles may cross bike lanes. (FHWA)

Combined bike lane/turn lane



A combined bike lane/turn lane places a suggested bike lane within the inside portion of a dedicated motor vehicle turn lane. A dashed line can either delineate the space for bicyclists and motorists within the shared lane or indicate the intended path for through bicyclists. This treatment includes signage advising motorists and bicyclists of proper positioning within the lane. (NACTO)

Signals/Signing

Bicycle signals



A bicycle signal is an electrically powered traffic control device that should only be used in combination with an existing conventional or hybrid signal. Bicycle signals are typically used to improve identified safety or operational problems involving bicycle facilities. Bicycle signals are typically used to provide guidance for bicyclists at intersections where they may have different needs from other road users (e.g., bicycle-only movements, leading bicycle intervals). (NACTO)

Signal actuation and detection



Pedestrian and bicycle-actuated or detecting signals use push-buttons or automated means to detect and activate a signal alerting motorists of crossings. These signals should be combined with signage indicating what button to push or where to stand to activate the signal.

Crosswalk warning signs



Warning signage raises awareness of the crossing by motorists. The sign can contain a symbol for a pedestrian, bicyclist, or both to indicate specific types of crossings to look out for. (FHWA)

Active warning beacons



At locations with poor yield-to-pedestrian compliance, install active warning beacons such as rectangular rapid flashing beacons to supplement crossing warning signs and remind motorists of the obligation to yield. (FHWA)

E. Public Feedback

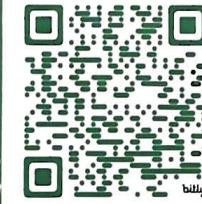
The following pages contain the complete data received from community feedback at public events and from surveys, as summarized in the introduction.

Appendix E-1: Taste of Mequon Exhibit Board Scans

MEQUON THIENSVILLE

BIKE+PEDESTRIAN MASTER PLAN UPDATE

GRÄEF



TAKE
THE
SURVEY!

The City of Mequon and Village of Thiensville have received a grant from the Wisconsin Department of Transportation to update the Bicycle and Pedestrian Master Plan. This plan will determine the future direction for improvements, investments, and policies related to walking and biking in and around the community!

Please take a moment to talk with our project team, and provide some feedback!

What is the Bike and Pedestrian Master Plan?

The Bike and Pedestrian Master Plan governs the planning of facilities for bicyclists and pedestrians such as side walks, trails, bike lanes and more. The plan was completed in 2014 and needs to be updated to reflect cycling and walking needs, priorities, and preferences



The Master Plan will address the following:



Address crashes and improve safety conditions



Analyze the existing walking/biking routes for gaps and connections



Engage the public to determine where new routes should be added



Improve existing routes and facilities

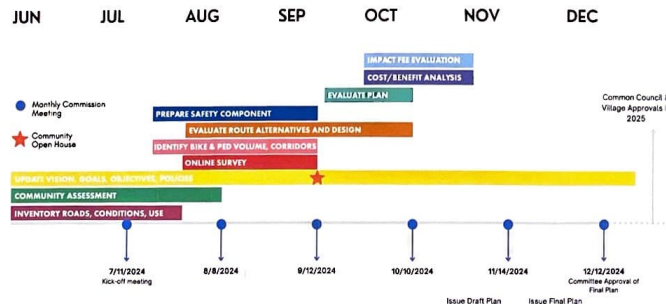


Plan new routes and facilities



Educate and encourage the community to improve public health, safety, and connectedness for all!

Project Timeline

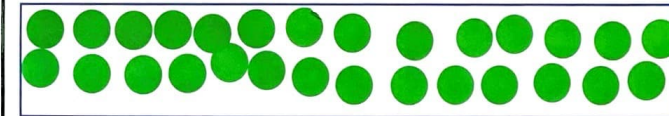


STEP 1

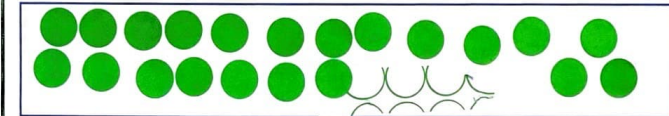


How did you get here today?

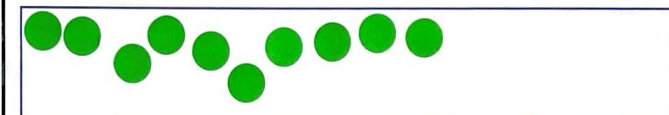
I walked...



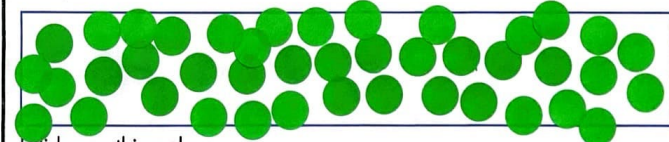
I rode my bike...



I drove alone...

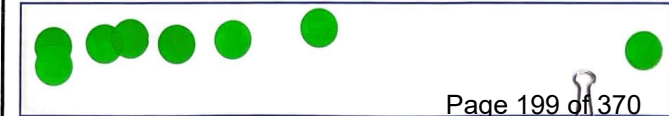


I carpooled...



I did something else...

(Scooter, skateboard, flying, dancing, teleportation)



What are some routes around
Mequon-Thiensville you would like
to walk and/or bike, but can't?



STEP 2

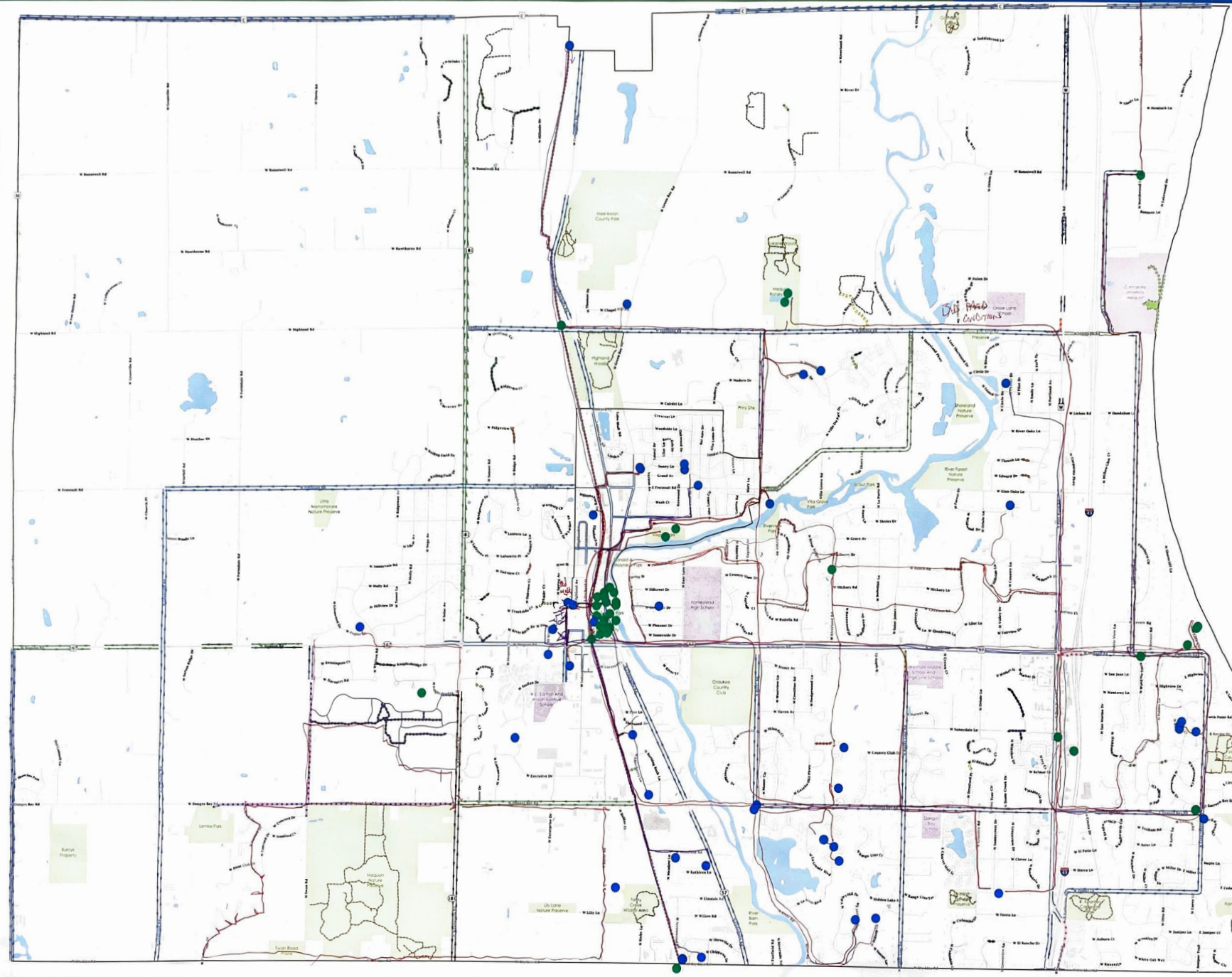


Place a sticker at your origin
and destination:

- ORIGIN
- DESTINATION

Use the markers to draw
your route:

- WALKING
- BIKING



Bike & Ped Facilities

- Paved Shoulder**
 - 4ft or Less
 - 5ft
 - 12ft
- Shared-Use Path**
 - 5ft
 - 6ft
 - 7ft
 - 8ft
 - 9ft
 - 10ft
- Side Path**
 - 5ft
 - 8ft
 - 9ft
 - 10ft
- Sidewalk**
 - 5ft
 - 6ft
 - 10ft
- Unpaved Trail**
 - Width Varies



Data Source:
Bike & Ped Data - City of Mequon
Sitemap Data - Ozaukee County

STEP 3

What bike and pedestrian improvements do you want to see?

(Think about the project goals of safety, connectivity, improving existing routes, creating new routes, and educating the public)

MORE OFF-ROAD PATHS

More Off Road
OR Safer Trails
And Sidewalks
Safer Along Street
Crossing Signal
Signage

More places to go
connect to the
Interurban Trail

• more off-road trails
• improved connections
• better signage

Wide Lanes

Donges Bay

Bikers on streets/ rds w/
narrow shoulders have
an obligation to have
lights, or their bikes and
reflective vests & of
course - helmets.

Stop lights along
busy roads
(at intersections)

Signs along Main St
Saying bike path
right over there

There is little
no bike lanes
all the time
low bike lanes

More safety
for ped. & bikers
along the
Interurban Trail
along the
Interurban Trail

Intersection with right
of way East
more signage
Signalize meet

Bike/Pedestrian crossing over
Main Rd. optimizes safety
for Bikers, walkers and
keeps all people safe
impeding the travel
anyone. It's a big
for everyone.

Bridge over River
(foot/bike) sidewalk
or bike lane on River Rd

M-T needs to
provide available
Route to Trails funding
look at what Racine
and Kenosha have
done

More sidewalks
or paths for
cedarburg Road

Biker need to be
considerate of walkers
Dry people pick
up waste

Safer crossing
on Mequon Rd. At
bikepath- traffic
does not always
stop

Safe ped & bike on
Marshall Dr. to
Rotary Park & Beacon

River Road!
Loc du Cours is bumpy
Mequon Rd. sidewalk
is cracked

More bike lanes

Better/safer ways and
places to cross
Mequon Rd.
More bicycle racks
to lock up my bike
in downtown H-Ville

Bike/walk bridge
over the Mke River
at Donges Bay Rd.

MORE (or Some)
PUBLIC ART
ALONG TRAILS

Regulation of bike
speed and safety
Safety for pedestrian
using pedestrian walking
when a bike is using
same area driving at
higher speeds

More safe ways
to cross Mequon Rd
and Green Bay Rd
in Thiensville

Consequences
for not stopping
for walkers-

more maintenance
on trails - fewer bumps
up on wooden bridges
Add signs so we know
where bike paths are.
(e.g. under and signs)

Better Education about
right of way @ intersections
Cars should not be stopping
for bikes who have a
stop sign.

Actual
Bike
LANES?

Block expansion
cracks are
unacceptable to
drive over

A safe and effective
way to get to
Rotary Park (Crossing
Highland) From
River Road. A Flasher
light maybe? Pedestrian
light maybe? Cross?

STEP 4

Would you support or oppose an increase in taxes to
fund pedestrian and bicycle improvements? Place a
sticker for your answer.

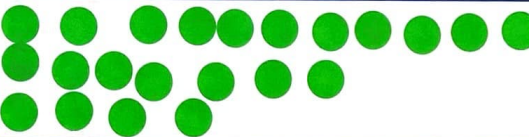
Support at an amount not to exceed \$0.05/\$1,000 assessed
value, which generates about \$296,000 in funds annually.



Support at an amount not to exceed \$0.10/\$1,000 assessed
value, which generates about \$592,000 in funds annually.



Support at an amount not to exceed \$0.20/\$1,000 assessed
value, which generates about \$1,180,000 in funds annually.



Neutral

Oppose

Don't know



Appendix E-2: Online Survey Raw Data

Open

Untitled
Mequon-Thiensville Bike Ped Survey

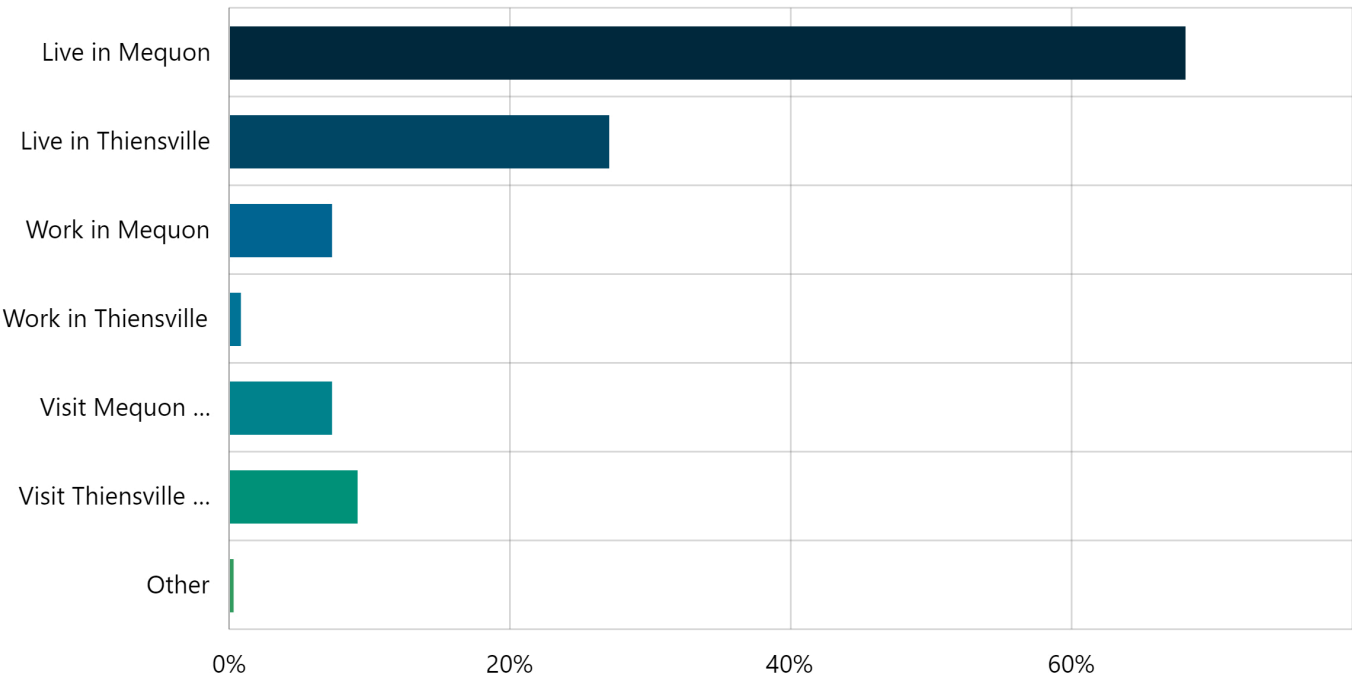
355Contributors

387Contributions

Contribution Summary

1. What is your relationship to Mequon and Thiensville

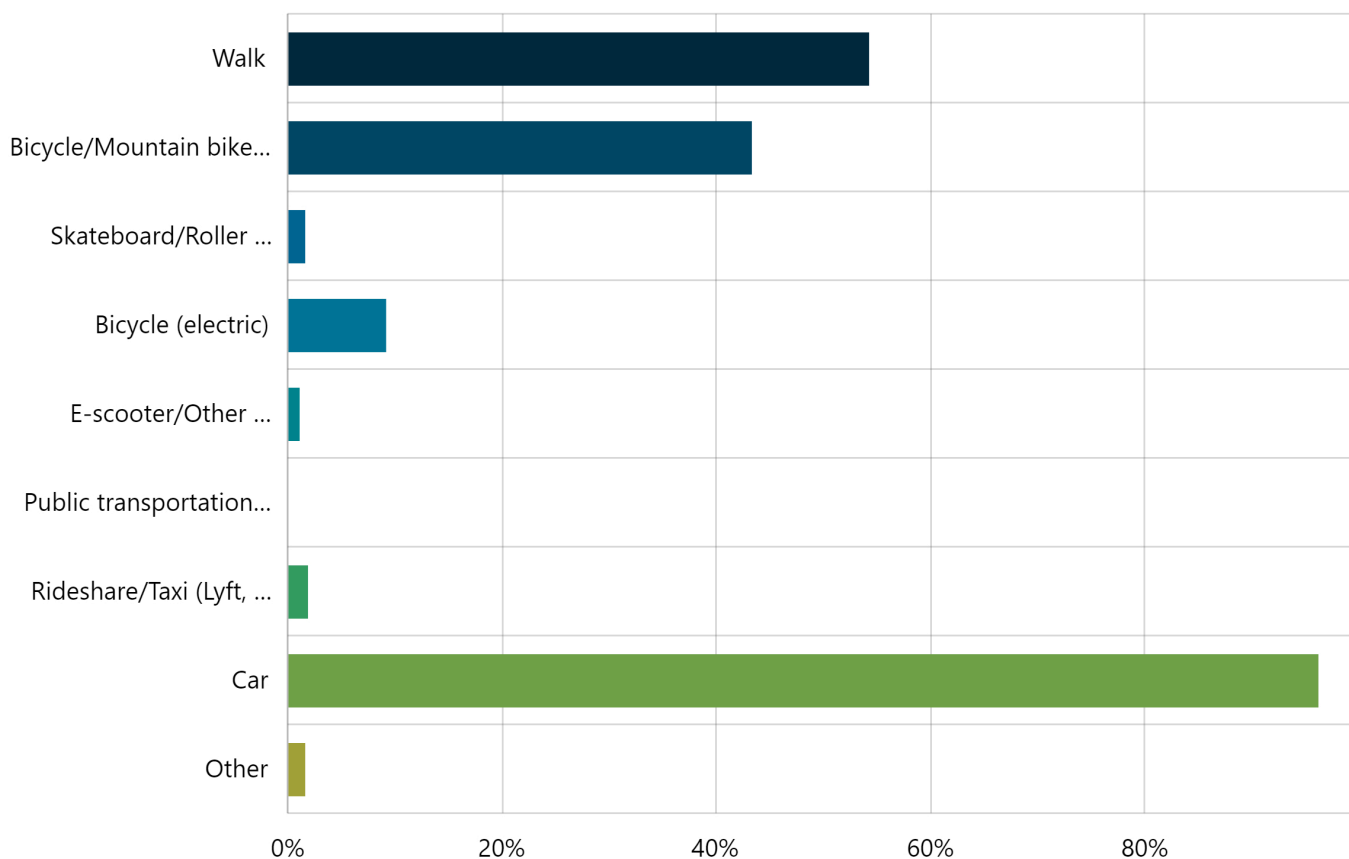
Multi Choice | Skipped: 2 | Answered: 385 (99.5%)



Answer choices	Percent	Count
Live in Mequon	68.05%	262
Live in Thiensville	27.01%	104
Work in Mequon	7.27%	28
Work in Thiensville	0.78%	3
Visit Mequon frequently	7.27%	28
Visit Thiensville frequently	9.09%	35
Other	0.26%	1

2. What are your primary means of transportation?

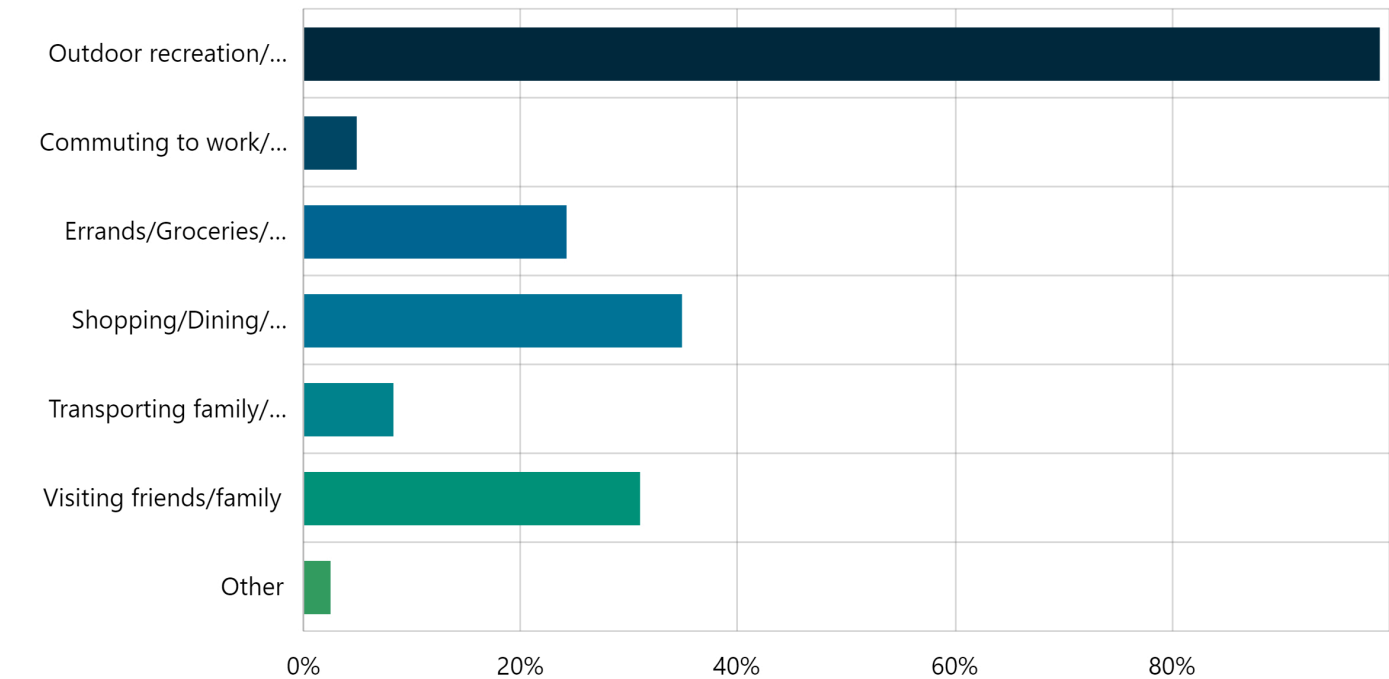
Multi Choice | Skipped: 3 | Answered: 384 (99.2%)



Answer choices	Percent	Count
Walk	54.17%	208
Bicycle/Mountain bike (non-electric)	43.23%	166
Skateboard/Roller blades/Scooter (non-electric)	1.56%	6
Bicycle (electric)	9.11%	35
E-scooter/Other micromobility device	1.04%	4
Public transportation (Bus/Shuttle)	0%	0
Rideshare/Taxi (Lyft, Uber, etc.)	1.82%	7
Car	96.09%	369
Other	1.56%	6

3. For what type of trips do you choose to WALK?

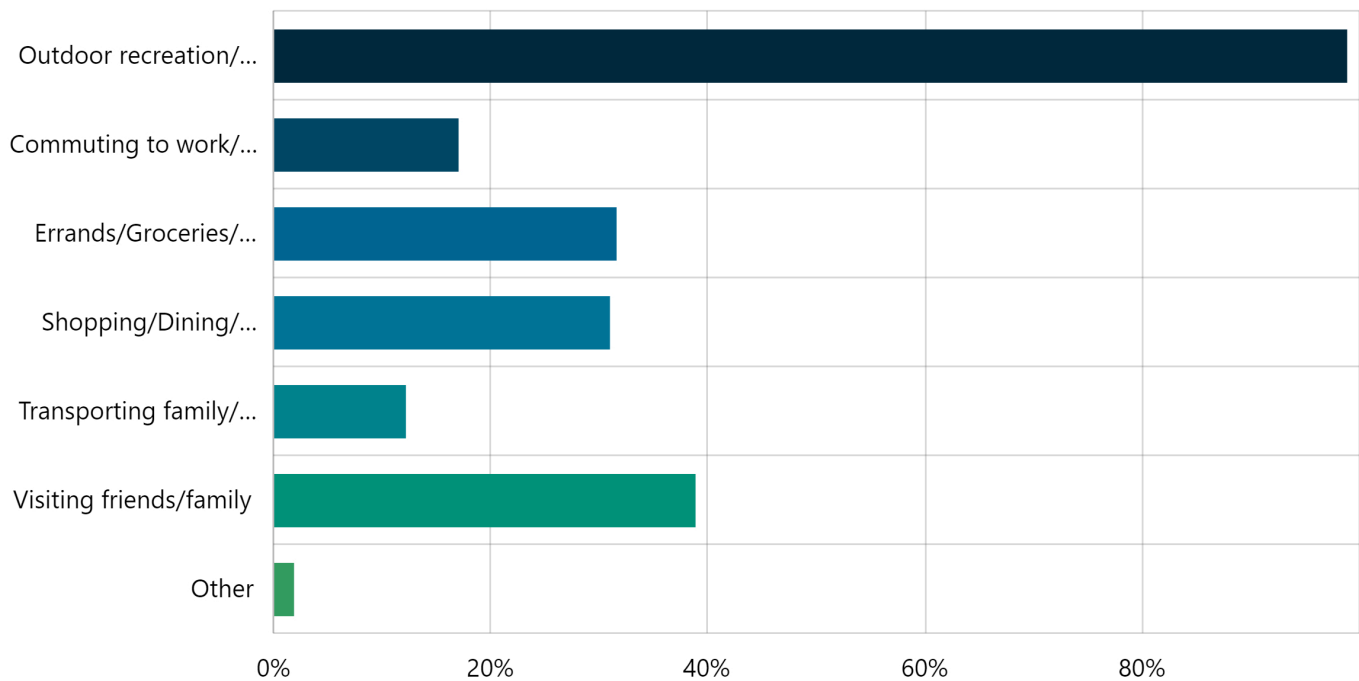
Multi Choice | Skipped: 180 | Answered: 207 (53.5%)



Answer choices	Percent	Count
Outdoor recreation/Exercise/Leisure	99.03%	205
Commuting to work/school	4.83%	10
Errands/Groceries/Appointments	24.15%	50
Shopping/Dining/Entertainment	34.78%	72
Transporting family/children	8.21%	17
Visiting friends/family	30.92%	64
Other	2.42%	5

4. For what type of trips do you choose to BICYCLE/MOUNTAIN BIKE (NON-ELECTRIC)?

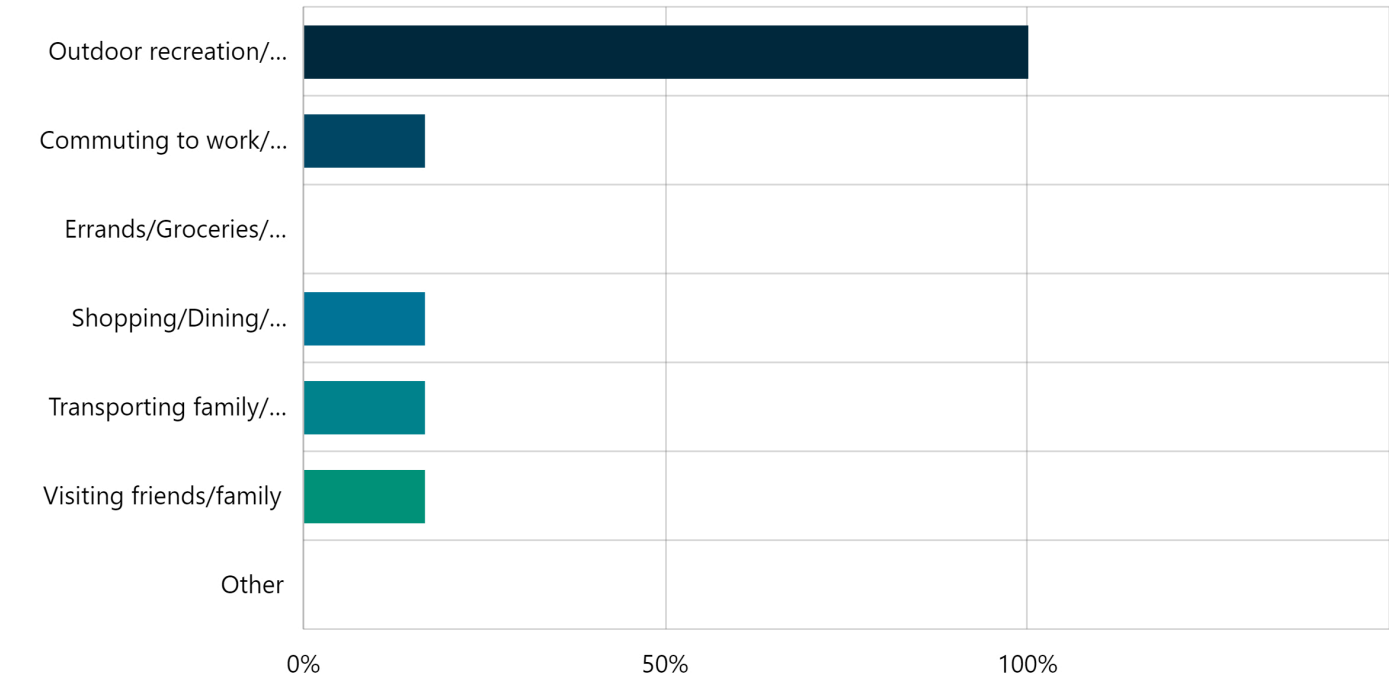
Multi Choice | Skipped: 222 | Answered: 165 (42.6%)



Answer choices	Percent	Count
Outdoor recreation/Exercise/Leisure	98.79%	163
Commuting to work/school	16.97%	28
Errands/Groceries/Appointments	31.52%	52
Shopping/Dining/Entertainment	30.91%	51
Transporting family/children	12.12%	20
Visiting friends/family	38.79%	64
Other	1.82%	3

5. For what type of trips do you choose to SKATEBOARD/ROLLERBLADE/SCOOTER?

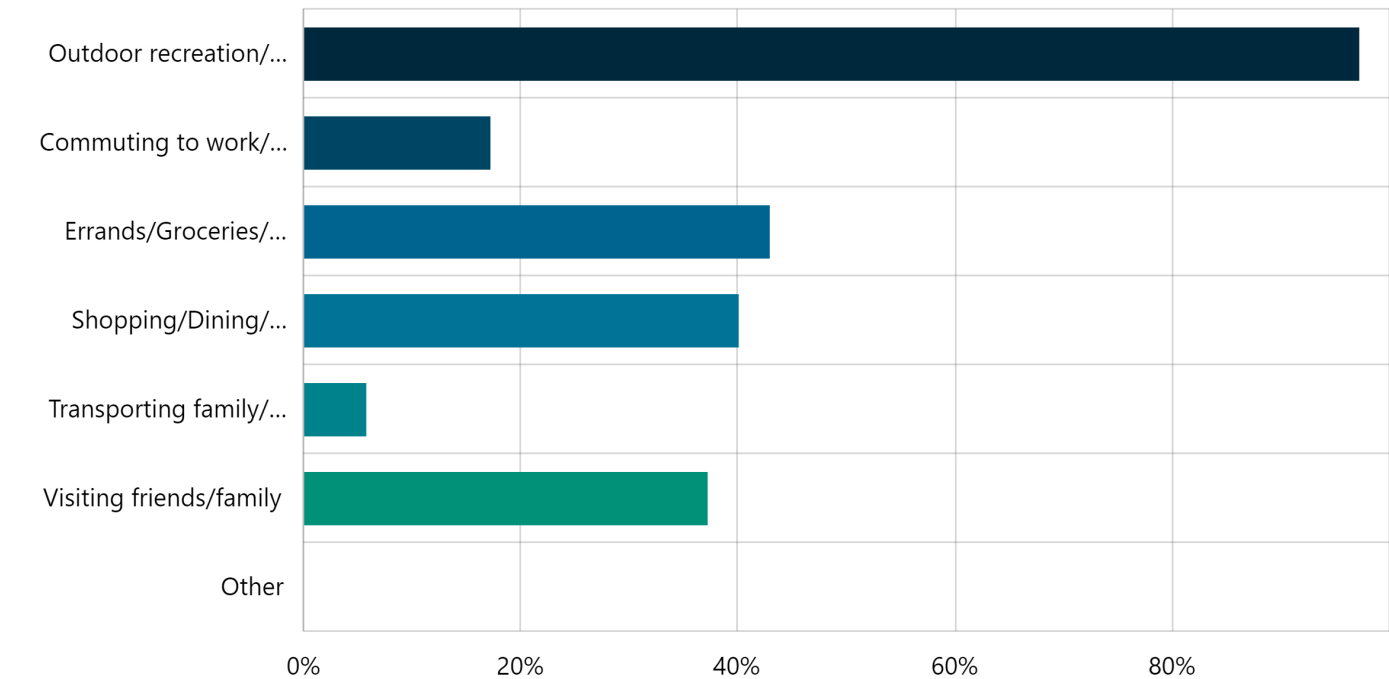
Multi Choice | Skipped: 381 | Answered: 6 (1.6%)



Answer choices	Percent	Count
Outdoor recreation/Exercise/Leisure	100.00%	6
Commuting to work/school	16.67%	1
Errands/Groceries/Appointments	0%	0
Shopping/Dining/Entertainment	16.67%	1
Transporting family/children	16.67%	1
Visiting friends/family	16.67%	1
Other	0%	0

6. For what type of trips do you choose to BICYCLE (ELECTRIC)?

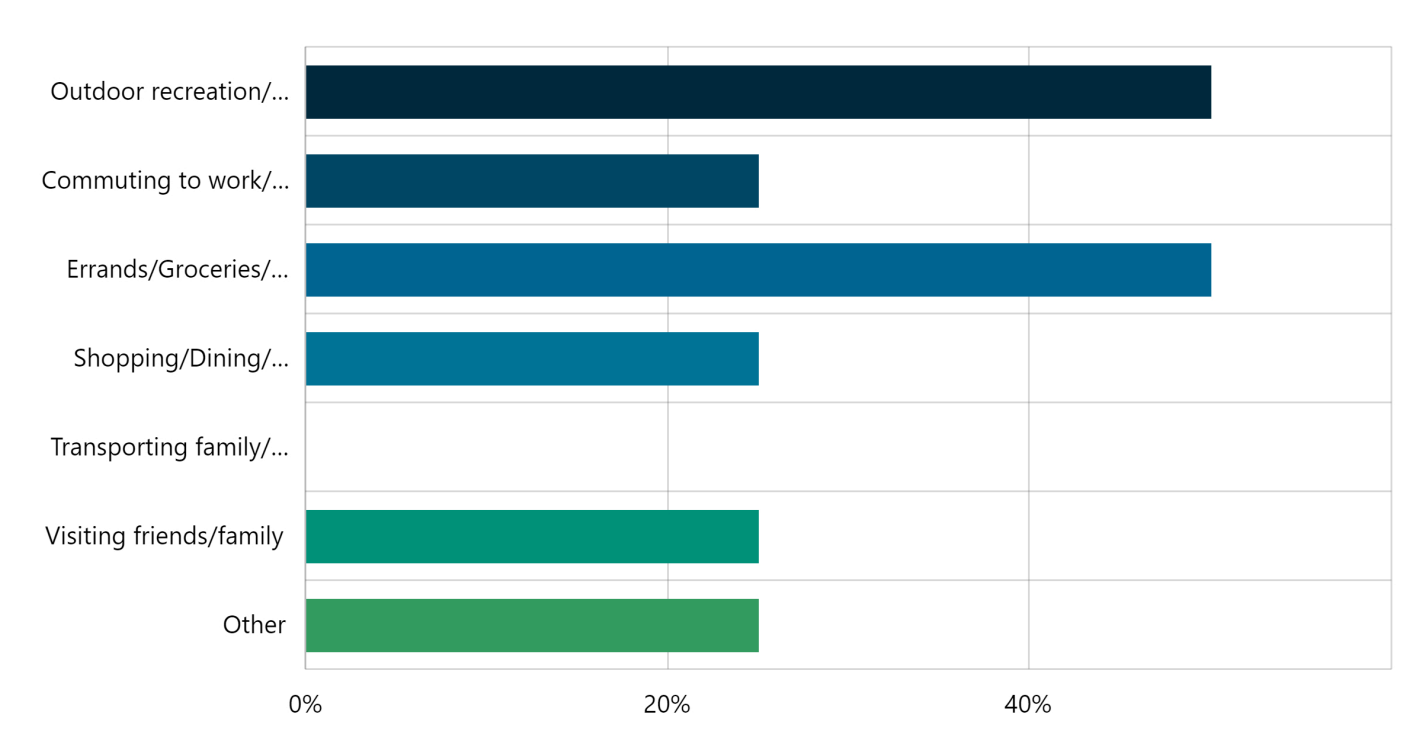
Multi Choice | Skipped: 352 | Answered: 35 (9%)



Answer choices	Percent	Count
Outdoor recreation/Exercise/Leisure	97.14%	34
Commuting to work/school	17.14%	6
Errands/Groceries/Appointments	42.86%	15
Shopping/Dining/Entertainment	40.00%	14
Transporting family/children	5.71%	2
Visiting friends/family	37.14%	13
Other	0%	0

7. For what type of trips do you choose to E-SCOOTER/OTHER MICROMOBILITY DEVICE?

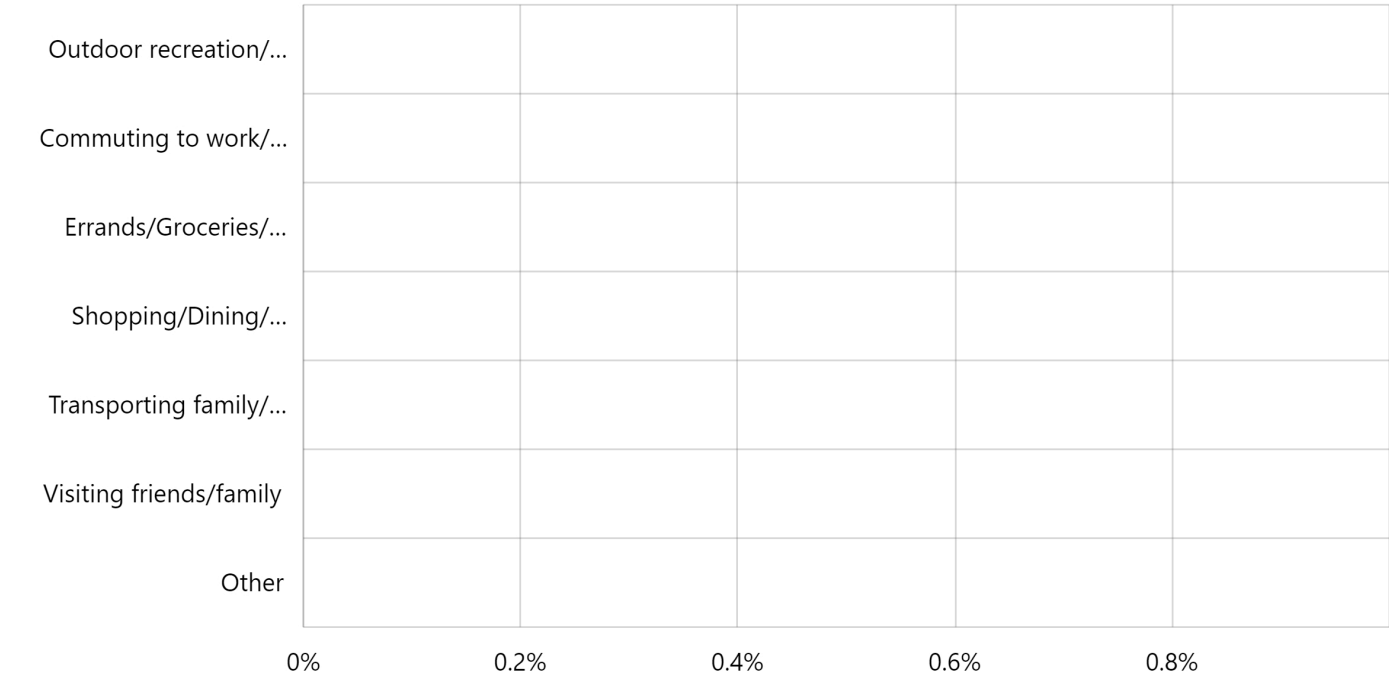
Multi Choice | Skipped: 383 | Answered: 4 (1%)



Answer choices	Percent	Count
Outdoor recreation/Exercise/Leisure	50.00%	2
Commuting to work/school	25.00%	1
Errands/Groceries/Appointments	50.00%	2
Shopping/Dining/Entertainment	25.00%	1
Transporting family/children	0%	0
Visiting friends/family	25.00%	1
Other	25.00%	1

8. For what type of trips do you choose to take PUBLIC TRANSPORTATION (BUS/SHUTTLE)?

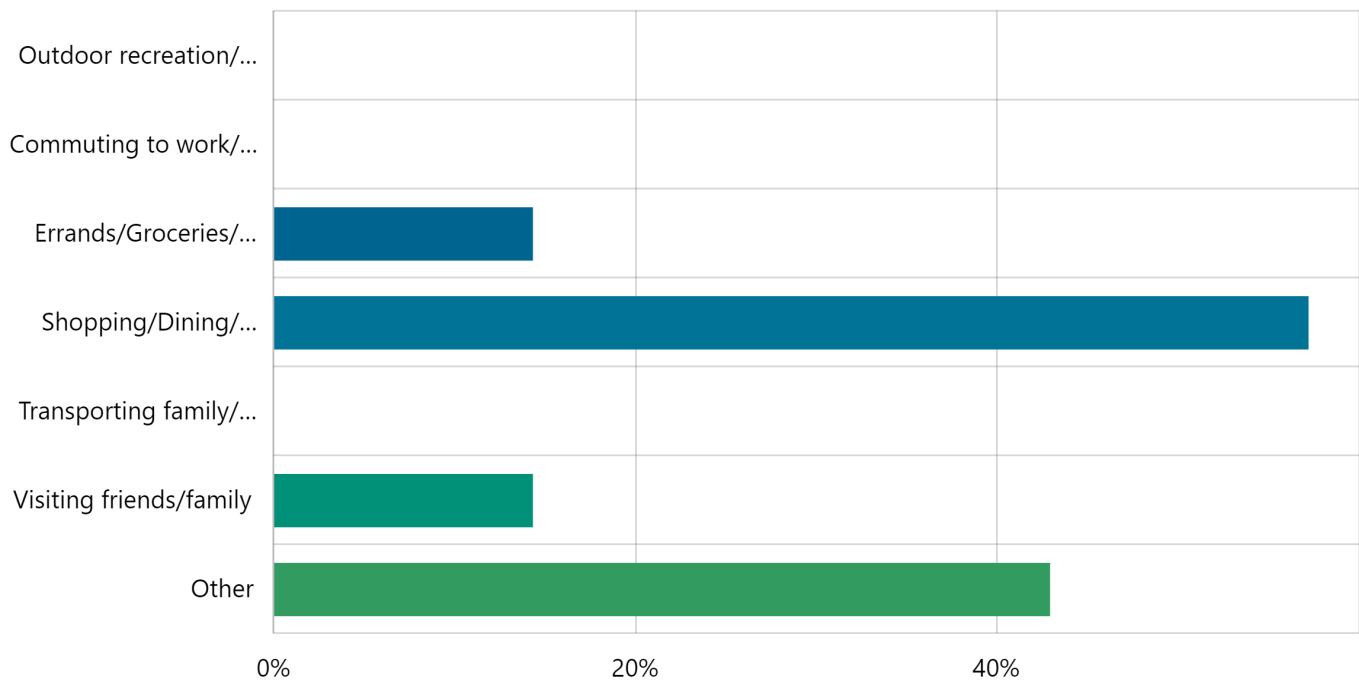
Multi Choice | Skipped: 387 | Answered: 0 (0%)



Answer choices	Percent	Count
Outdoor recreation/Exercise/Leisure	0%	0
Commuting to work/school	0%	0
Errands/Groceries/Appointments	0%	0
Shopping/Dining/Entertainment	0%	0
Transporting family/children	0%	0
Visiting friends/family	0%	0
Other	0%	0

9. For what type of trips do you choose to take RIDESHARE/TAXI (LYFT, UBER, ETC.)?

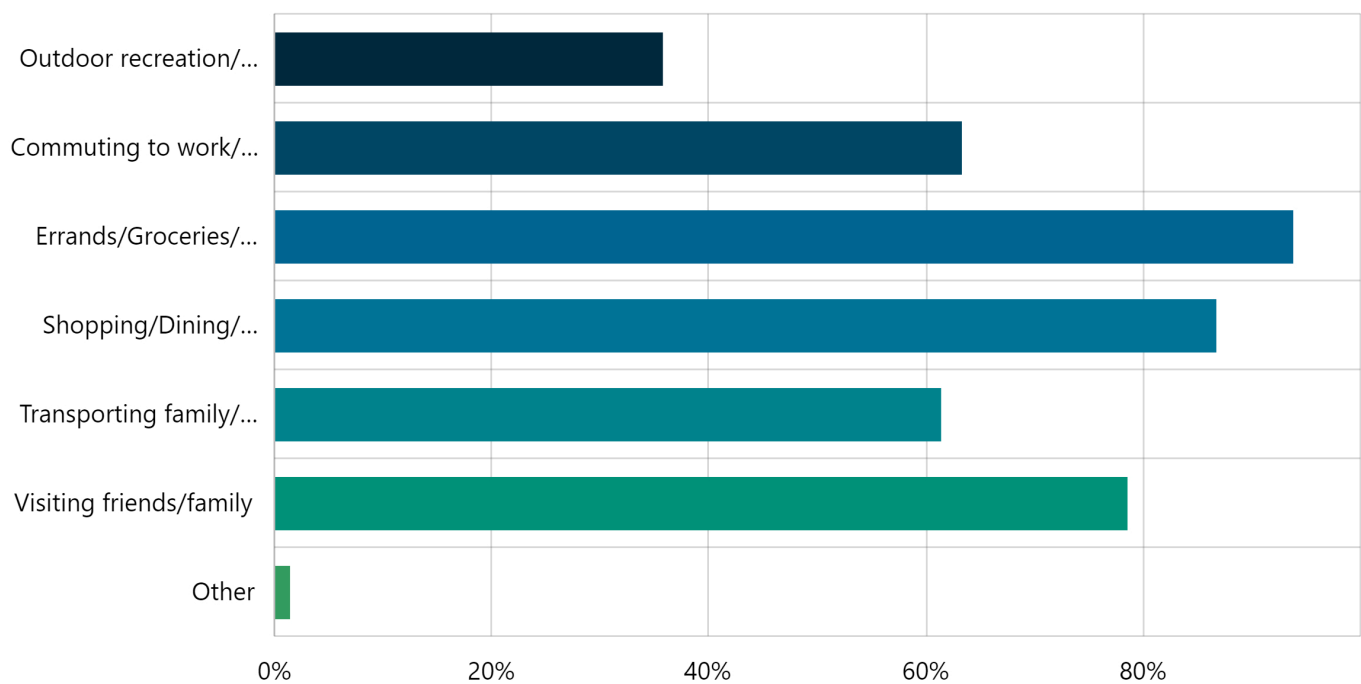
Multi Choice | Skipped: 380 | Answered: 7 (1.8%)



Answer choices	Percent	Count
Outdoor recreation/Exercise/Leisure	0%	0
Commuting to work/school	0%	0
Errands/Groceries/Appointments	14.29%	1
Shopping/Dining/Entertainment	57.14%	4
Transporting family/children	0%	0
Visiting friends/family	14.29%	1
Other	42.86%	3

10. For what type of trips do you choose to take a CAR?

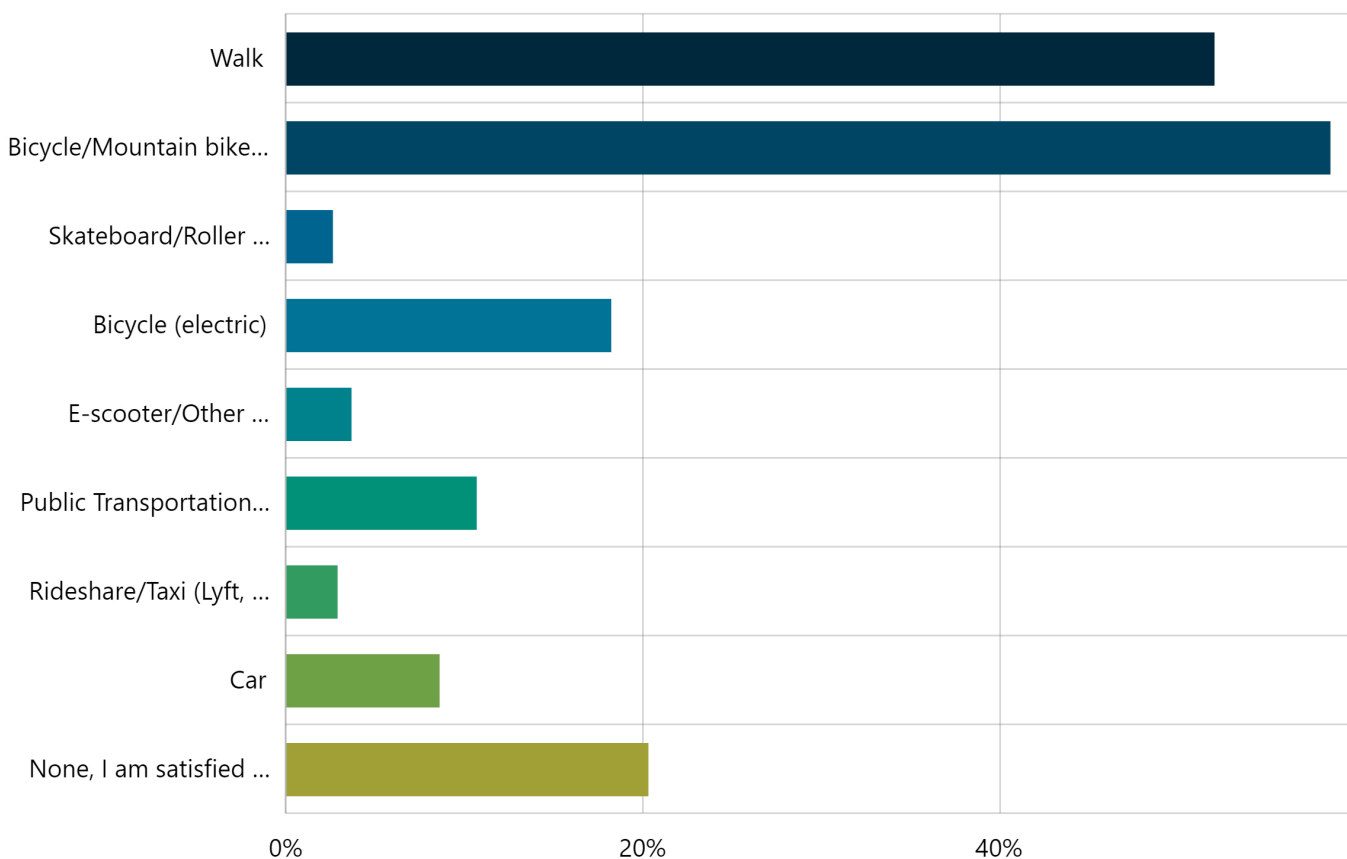
Multi Choice | Skipped: 20 | Answered: 367 (94.8%)



Answer choices	Percent	Count
Outdoor recreation/Exercise/Leisure	35.69%	131
Commuting to work/school	63.22%	232
Errands/Groceries/Appointments	93.73%	344
Shopping/Dining/Entertainment	86.65%	318
Transporting family/children	61.31%	225
Visiting friends/family	78.47%	288
Other	1.36%	5

11. Which modes of transportation would you PREFER TO USE MORE?

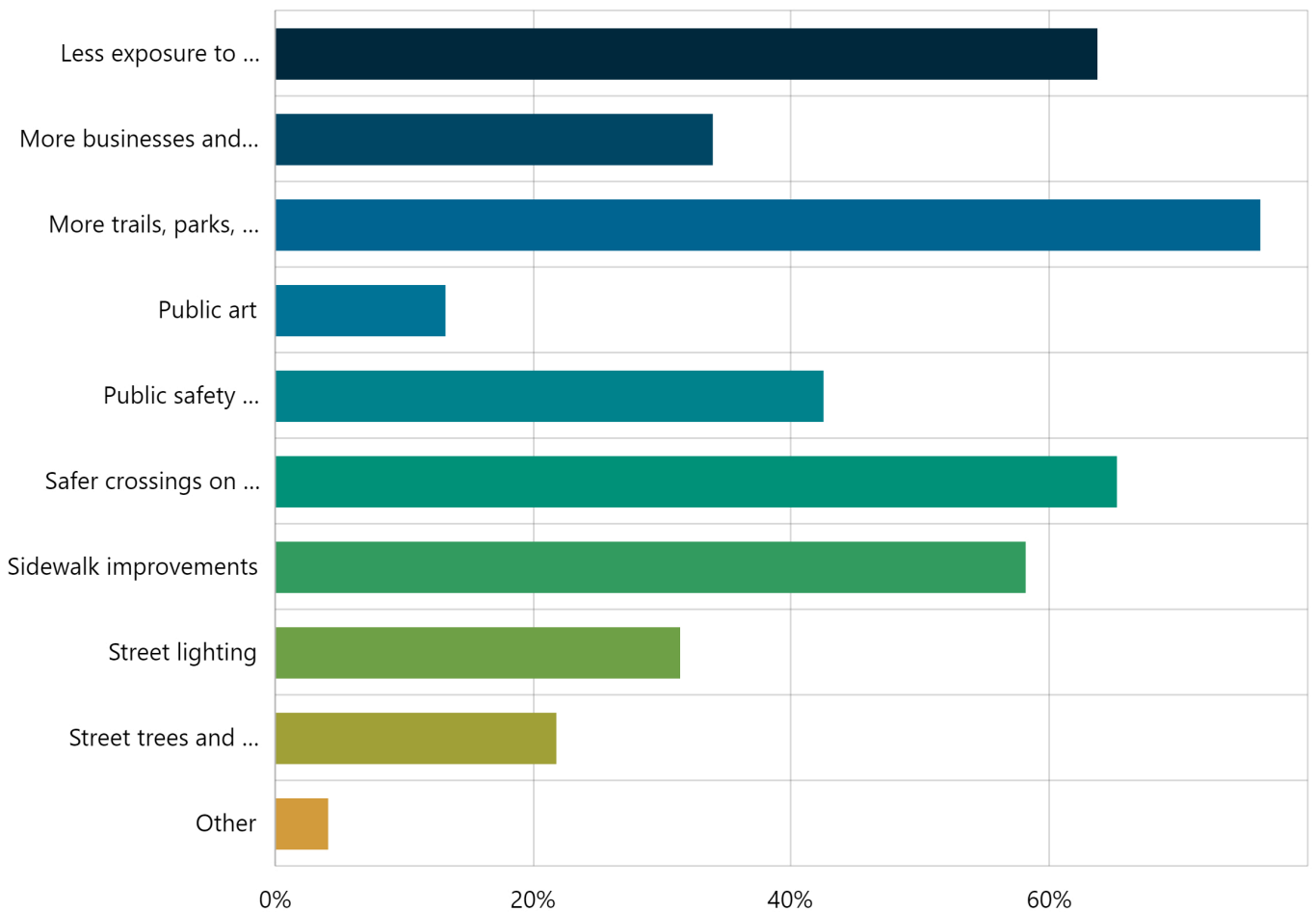
Multi Choice | Skipped: 2 | Answered: 385 (99.5%)



Answer choices	Percent	Count
Walk	51.95%	200
Bicycle/Mountain bike (non-electric)	58.44%	225
Skateboard/Roller blades/Scooter (non-electric)	2.60%	10
Bicycle (electric)	18.18%	70
E-scooter/Other micromobility device	3.64%	14
Public Transportation (Bus/Shuttle)	10.65%	41
Rideshare/Taxi (Lyft, Uber, etc.)	2.86%	11
Car	8.57%	33
None, I am satisfied with my current transportation options.	20.26%	78

12. What would make it easier for you to choose to WALK around Mequon/Thiensville?

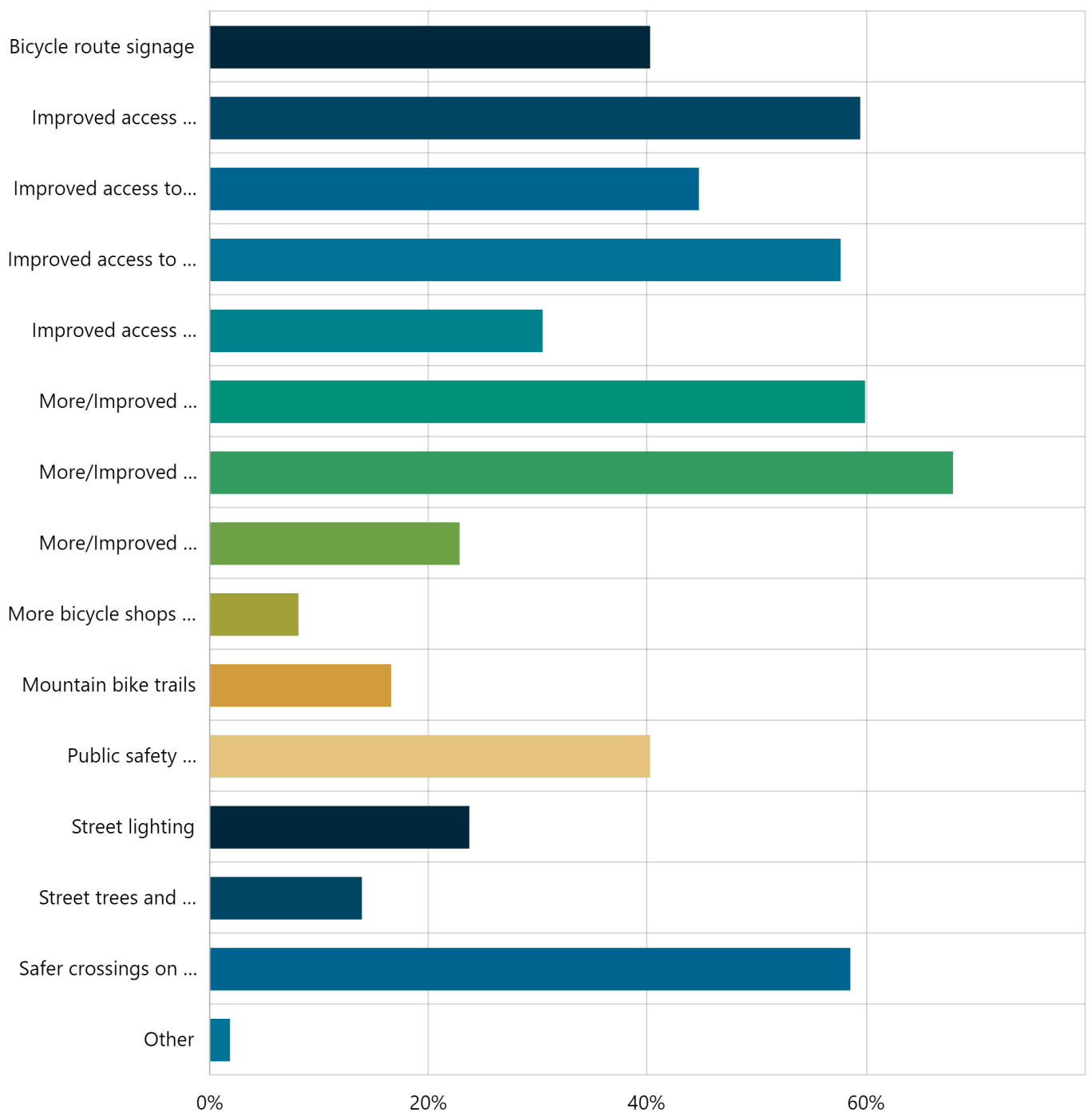
Multi Choice | Skipped: 189 | Answered: 198 (51.2%)



Answer choices	Percent	Count
Less exposure to heavy traffic	63.64%	126
More businesses and amenities near my neighborhood	33.84%	67
More trails, parks, and walking paths to walk on	76.26%	151
Public art	13.13%	26
Public safety awareness on bicycle, pedestrian, and traffic safety	42.42%	84
Safer crossings on busy streets	65.15%	129
Sidewalk improvements	58.08%	115
Street lighting	31.31%	62
Street trees and landscaping	21.72%	43
Other	4.04%	8

13. What would make it easier for you to choose to BICYCLE/MOUNTAIN BIKE around Mequon/Thiensville?

Multi Choice | Skipped: 163 | Answered: 224 (57.9%)

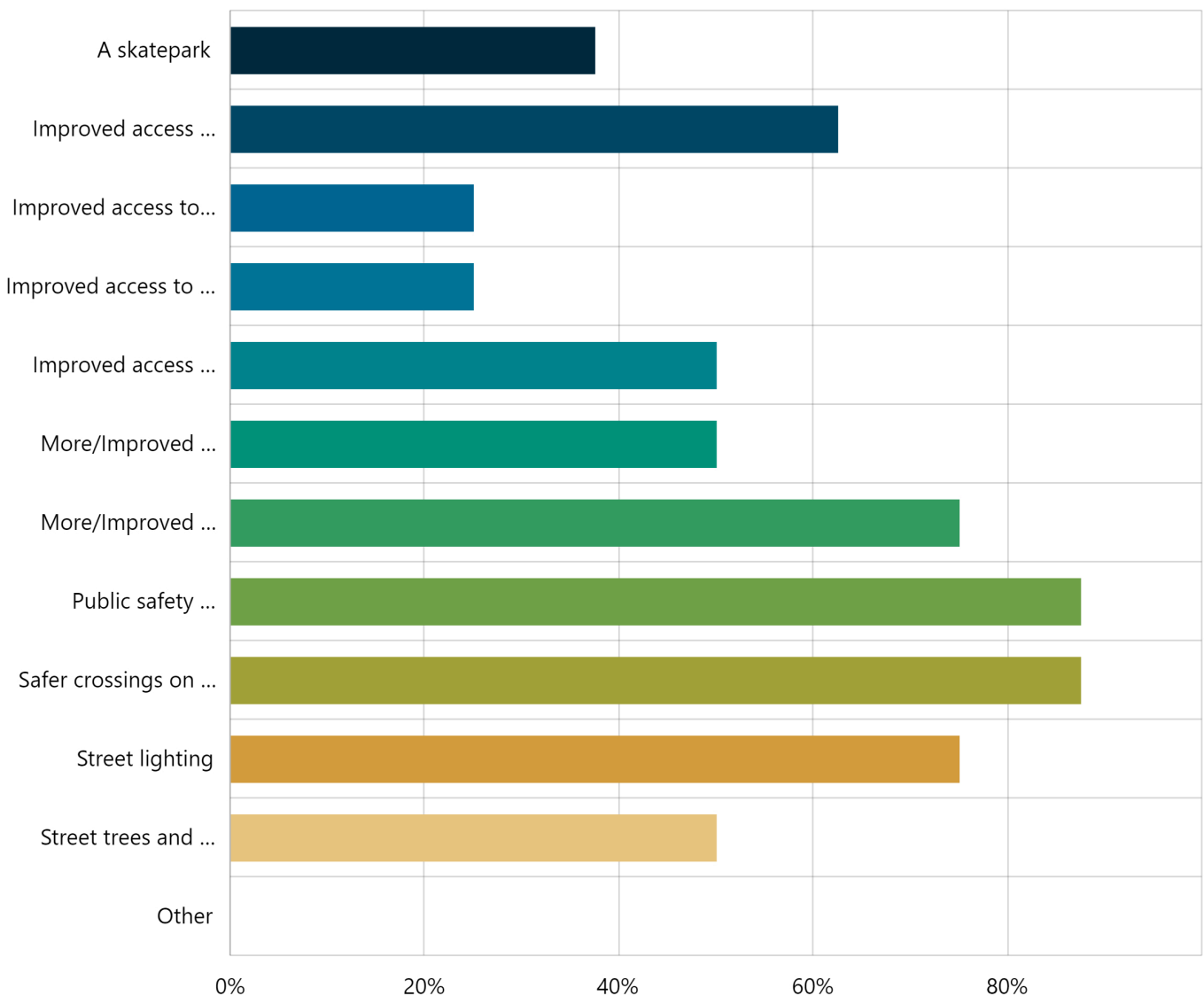


Answer choices	Percent	Count
Bicycle route signage	40.18%	90
Improved access between NEIGHBORHOODS	59.38%	133
Improved access to BUSINESSES and ENTERTAINMENT destinations	44.64%	100
Improved access to NATURE destinations (Lake Michigan, Milwaukee River, parks, etc.)	57.59%	129

Improved access to SCHOOLS and WORKPLACES	30.36%	68
More/Improved OFF-STREET bicycle/shared-use trail facilities	59.82%	134
More/Improved ON-STREET bicycle facilities (bicycle lanes, paved shoulders, pothole repair, safety improvements, etc.)	67.86%	152
More/Improved bicycle parking	22.77%	51
More bicycle shops and bicycle repair stations	8.04%	18
Mountain bike trails	16.52%	37
Public safety awareness on bicycle, pedestrian, and traffic safety	40.18%	90
Street lighting	23.66%	53
Street trees and landscaping	13.84%	31
Safer crossings on busy streets	58.48%	131
Other	1.79%	4

14. What would make it easier for you to choose to SKATEBOARD/ROLLER BLADE/SCOOTER (NON-ELECTRIC) around Mequon/Thiensville?

Multi Choice | Skipped: 379 | Answered: 8 (2.1%)

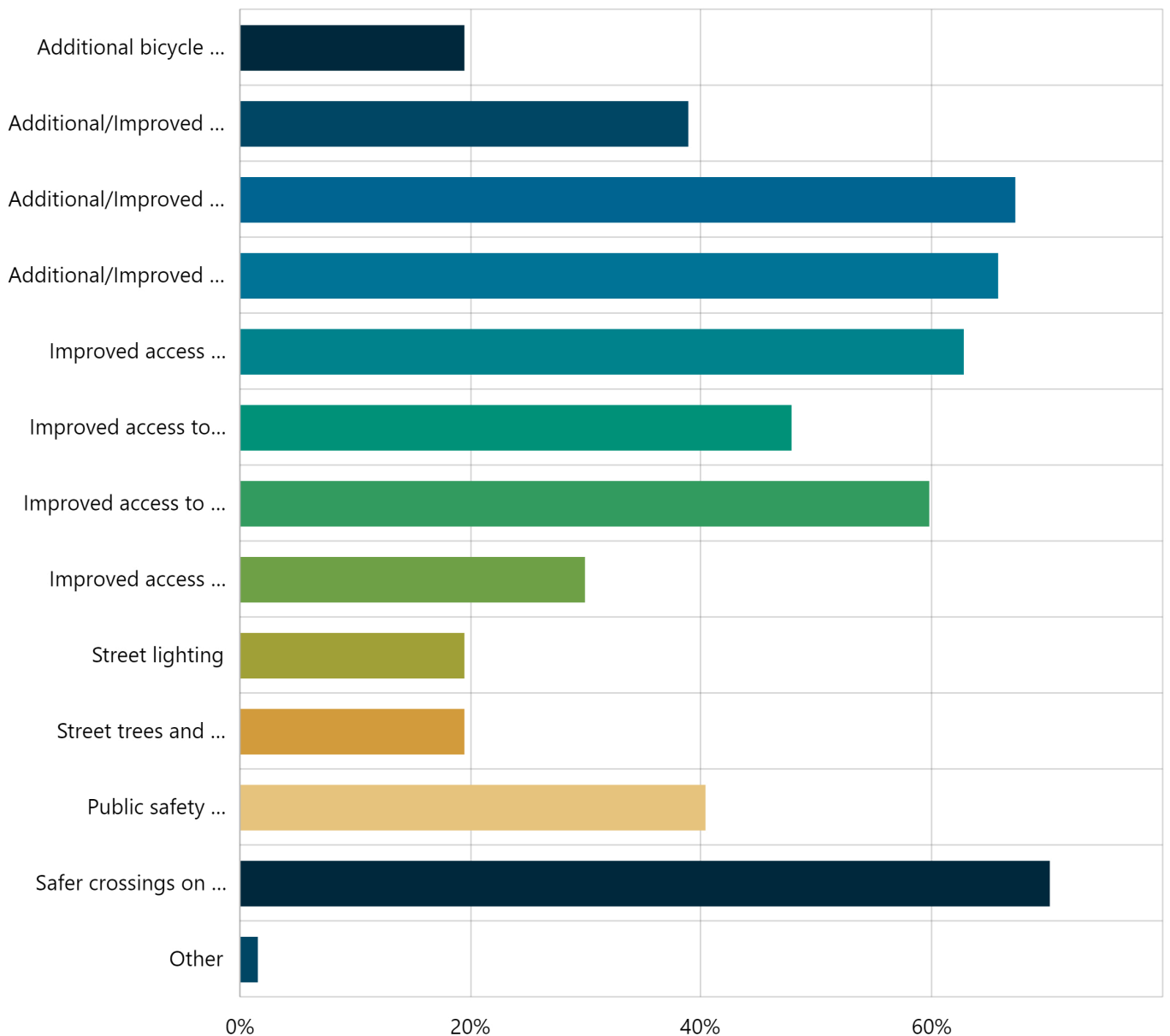


Answer choices	Percent	Count
A skatepark	37.50%	3
Improved access between NEIGHBORHOODS	62.50%	5
Improved access to BUSINESSES and ENTERTAINMENT destinations	25.00%	2
Improved access to NATURE destinations (Lake Michigan, Milwaukee River, parks, etc.)	25.00%	2
Improved access to SCHOOLS and WORKPLACES	50.00%	4
More/Improved off-street bicycle/shared-use trail facilities	50.00%	4
More/Improved on-street multi-modal facilities (bicycle lanes, paved shoulders, safety improvements, maintenance, etc.)	75.00%	6

Public safety awareness on bicycle, pedestrian, and traffic safety	87.50%	7
Safer crossings on busy streets	87.50%	7
Street lighting	75.00%	6
Street trees and landscaping	50.00%	4
Other	0%	0

15. What would make it easier for you to choose to BICYCLE (ELECTRIC) around Mequon/Thiensville?

Multi Choice | Skipped: 320 | Answered: 67 (17.3%)

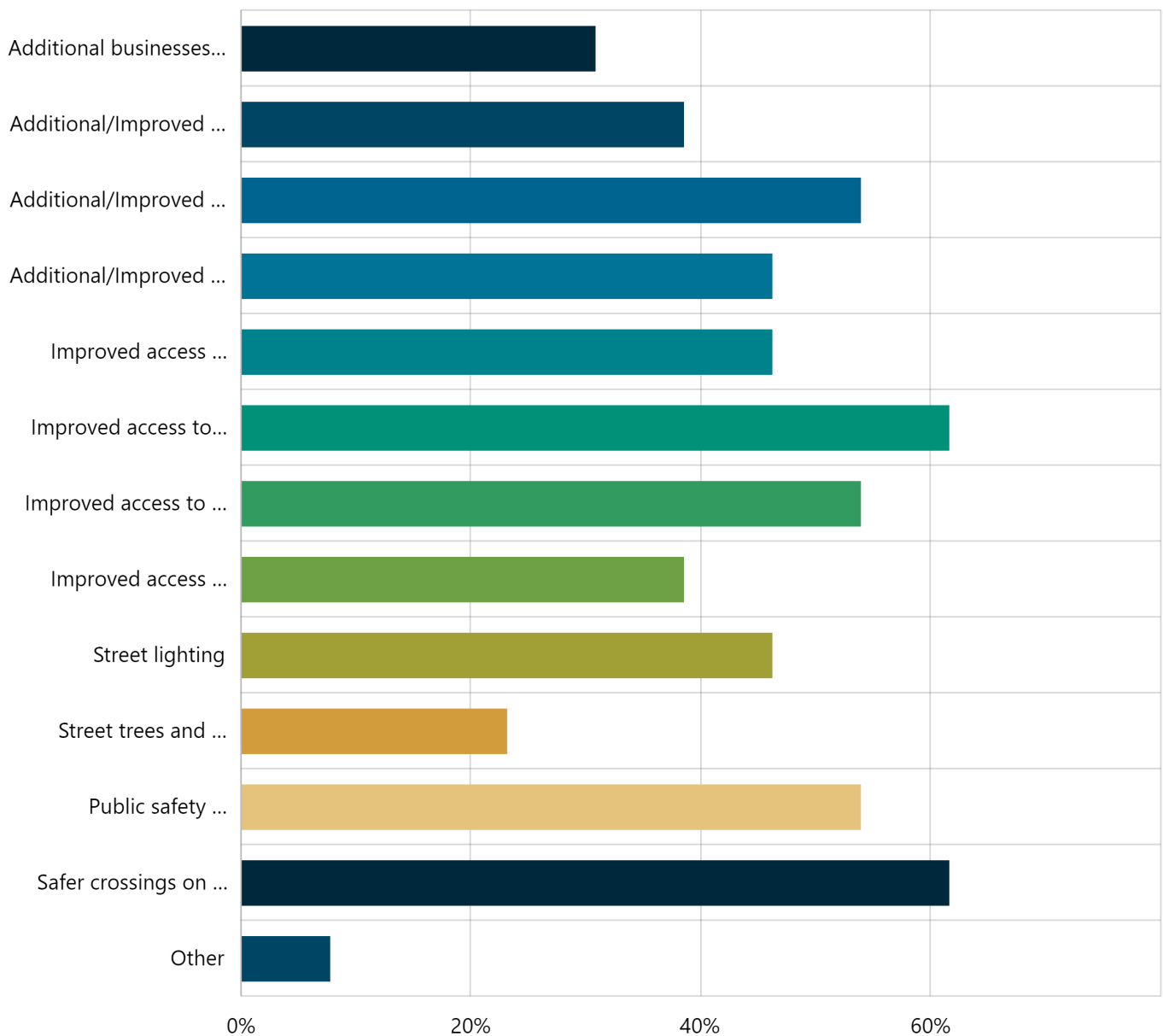


Answer choices	Percent	Count
Additional bicycle shops, bicycle repair, and charging stations	19.40%	13
Additional/Improved bicycle parking	38.81%	26
Additional/Improved OFF-STREET bicycle/shared-use trail facilities	67.16%	45
Additional/Improved ON-STREET bicycle facilities (bicycle lanes, paved shoulders, safety improvements, maintenance, etc.)	65.67%	44
Improved access between NEIGHBORHOODS	62.69%	42
Improved access to BUSINESSES and ENTERTAINMENT destinations	47.76%	32

Improved access to NATURE destinations (Lake Michigan, Milwaukee River, parks, etc.)	59.70%	40
Improved access to SCHOOLS and WORKPLACES	29.85%	20
Street lighting	19.40%	13
Street trees and landscaping	19.40%	13
Public safety awareness on bicycle, pedestrian, and traffic safety	40.30%	27
Safer crossings on busy streets	70.15%	47
Other	1.49%	1

16. What would make it easier for you to choose to E-SCOOTER/OTHER MICROMOBILITY DEVICE around Mequon/Thiensville?

Multi Choice | Skipped: 374 | Answered: 13 (3.4%)

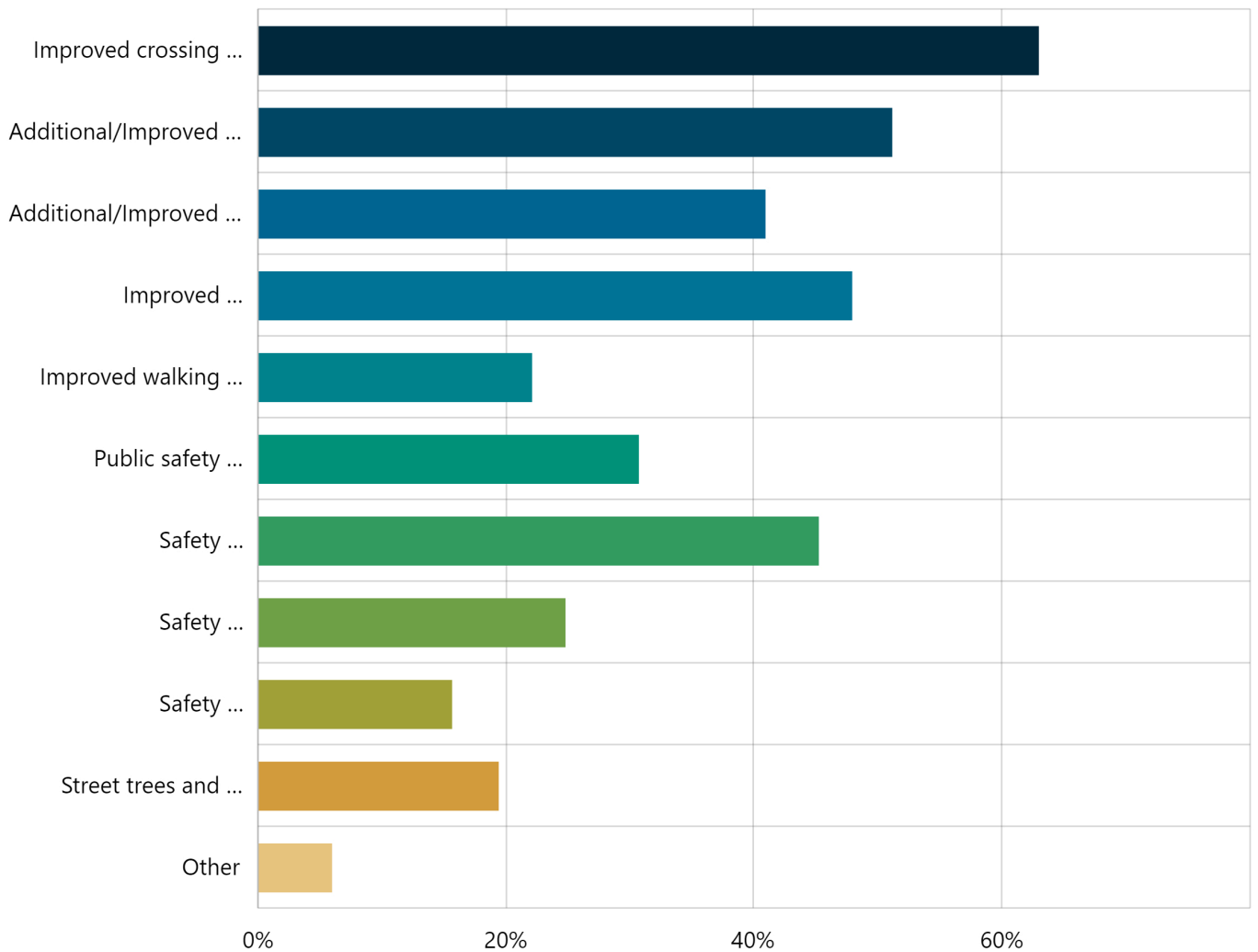


Answer choices	Percent	Count
Additional businesses that repair e-scooters and micromobility devices	30.77%	4
Additional/Improved bicycle parking suitable for e-scooters and micromobility devices	38.46%	5
Additional/Improved OFF-STREET bicycle/shared-use trail facilities	53.85%	7
Additional/Improved ON-STREET bicycle facilities (bicycle lanes, paved shoulders, etc.)	46.15%	6
Improved access between NEIGHBORHOODS	46.15%	6
Improved access to BUSINESSES and ENTERTAINMENT destinations	61.54%	8

Improved access to NATURE destinations (Lake Michigan, Milwaukee River, parks, etc.)	53.85%	7
Improved access to SCHOOLS and WORKPLACES	38.46%	5
Street lighting	46.15%	6
Street trees and landscaping	23.08%	3
Public safety awareness on bicycle, pedestrian, and traffic safety	53.85%	7
Safer crossings on busy streets	61.54%	8
Other	7.69%	1

17. As a vehicle driver/passenger, what improvements would you like to see to walking and bicycling in Mequon and Thiensville?

Multi Choice | Skipped: 201 | Answered: 186 (48.1%)

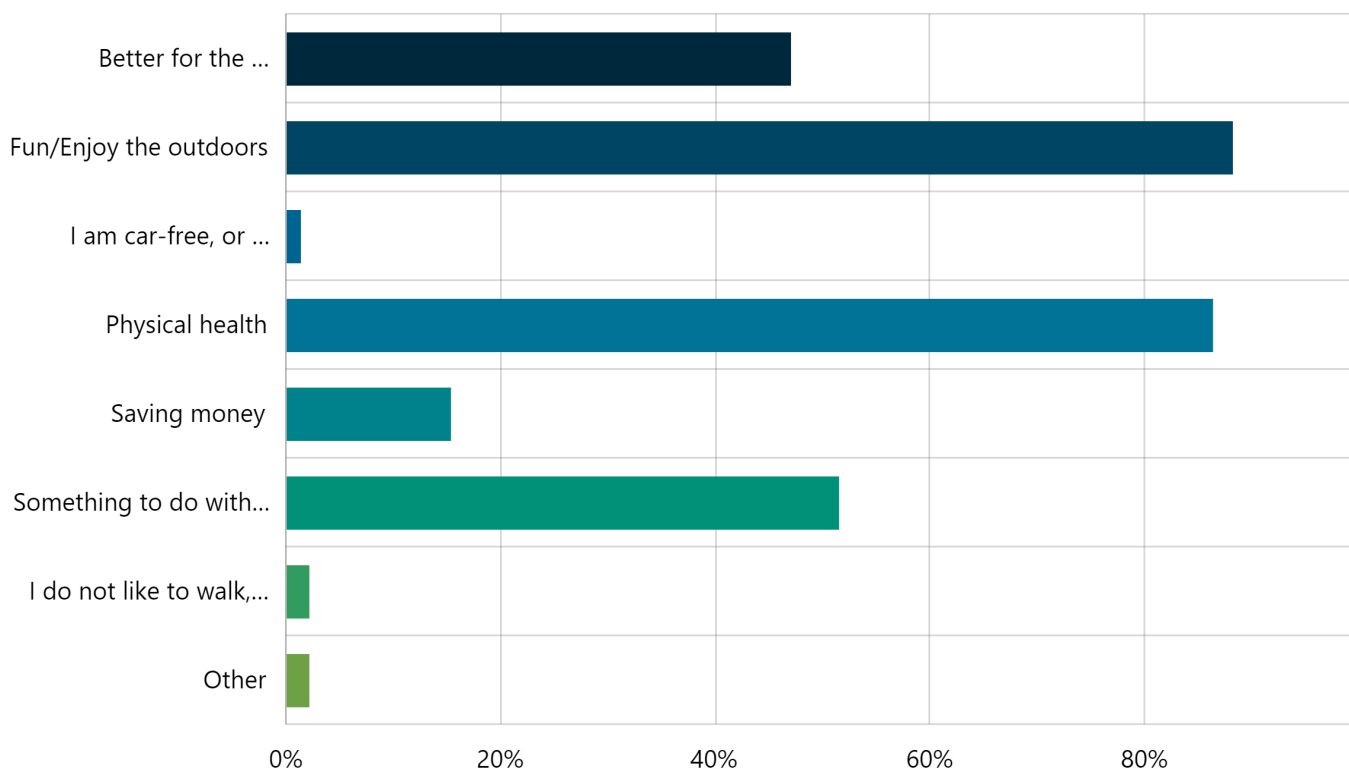


Answer choices	Percent	Count
Improved crossing visibility (brighter crosswalks, flashing beacons, signage, etc.)	62.90%	117
Additional/Improved OFF-STREET walking/biking trail facilities	51.08%	95
Additional/Improved ON-STREET bicycle facilities (bicycle lanes, paved shoulders, etc.)	40.86%	76
Improved maintenance of street and trail pavement (potholes, cracks, etc.)	47.85%	89
Improved walking connections from parking lots to destinations (businesses, parks, workplaces, schools, etc.)	22.04%	41
Public safety awareness on bicycle, pedestrian, and traffic safety	30.65%	57
Safety improvements on MAJOR STREETS	45.16%	84
Safety improvements on NEIGHBORHOOD STREETS	24.73%	46
Street trees and landscaping		
Other		

Safety improvements in SCHOOL ZONES	15.59%	29
Street trees and landscaping	19.35%	36
Other	5.91%	11

18. What motivates you to walk, bicycle, and use active transportation?

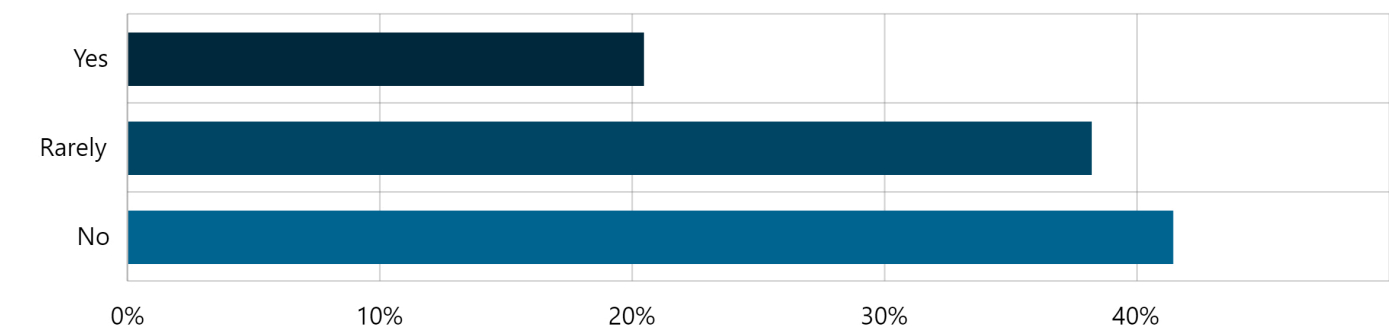
Multi Choice | Skipped: 8 | Answered: 379 (97.9%)



Answer choices	Percent	Count
Better for the environment	46.97%	178
Fun/Enjoy the outdoors	88.13%	334
I am car-free, or don't always have access to a car	1.32%	5
Physical health	86.28%	327
Saving money	15.30%	58
Something to do with friends, family	51.45%	195
I do not like to walk, bicycle, or use active transportation	2.11%	8
Other	2.11%	8

19. Do you bicycle in winter?

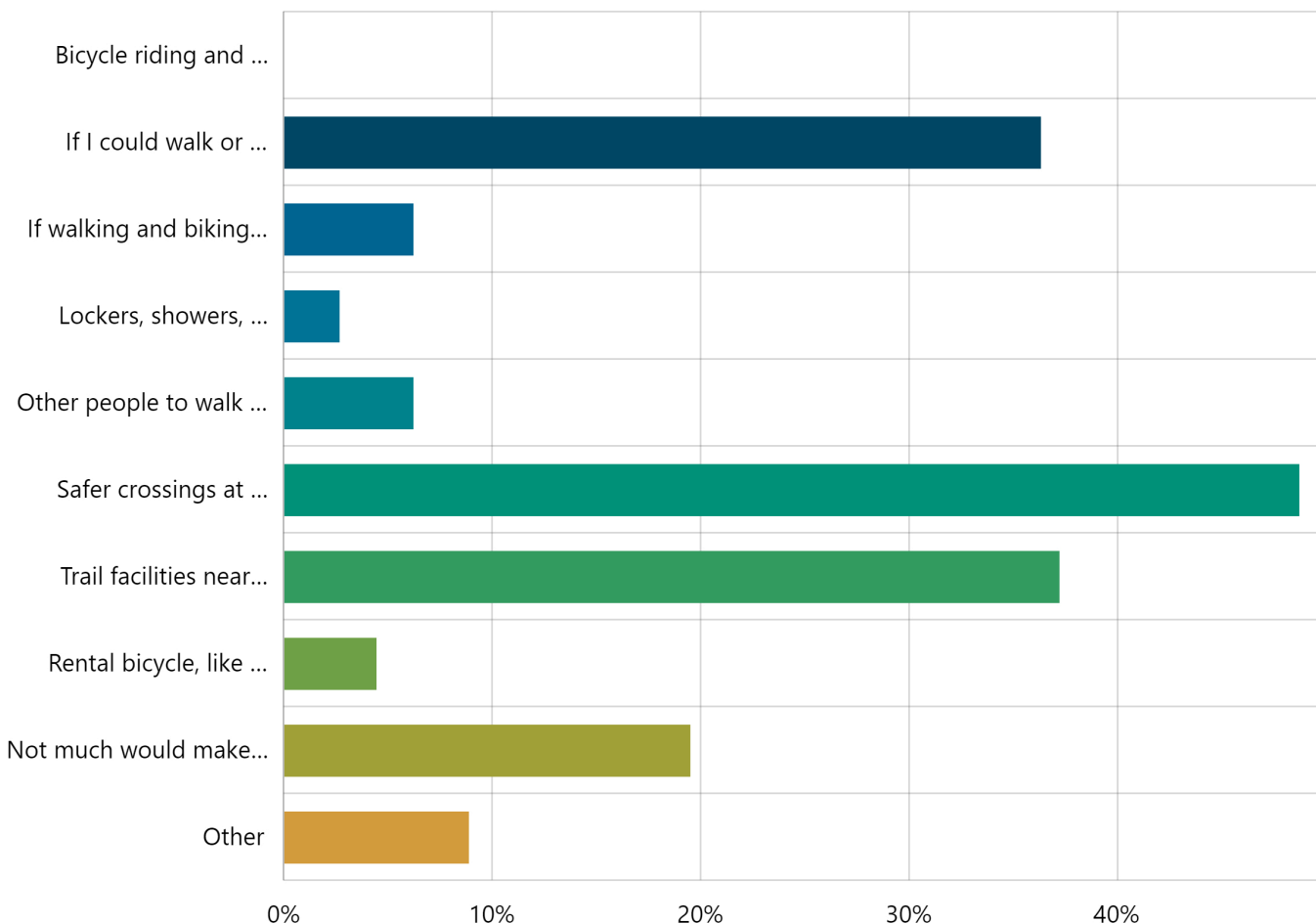
Multi Choice | Skipped: 201 | Answered: 186 (48.1%)



Answer choices	Percent	Count
Yes	20.43%	38
Rarely	38.17%	71
No	41.40%	77
Total	100.00%	186

20. If you do not currently walk or bicycle much today, is there anything that you would like to see that would make you more interested in walking or biking?

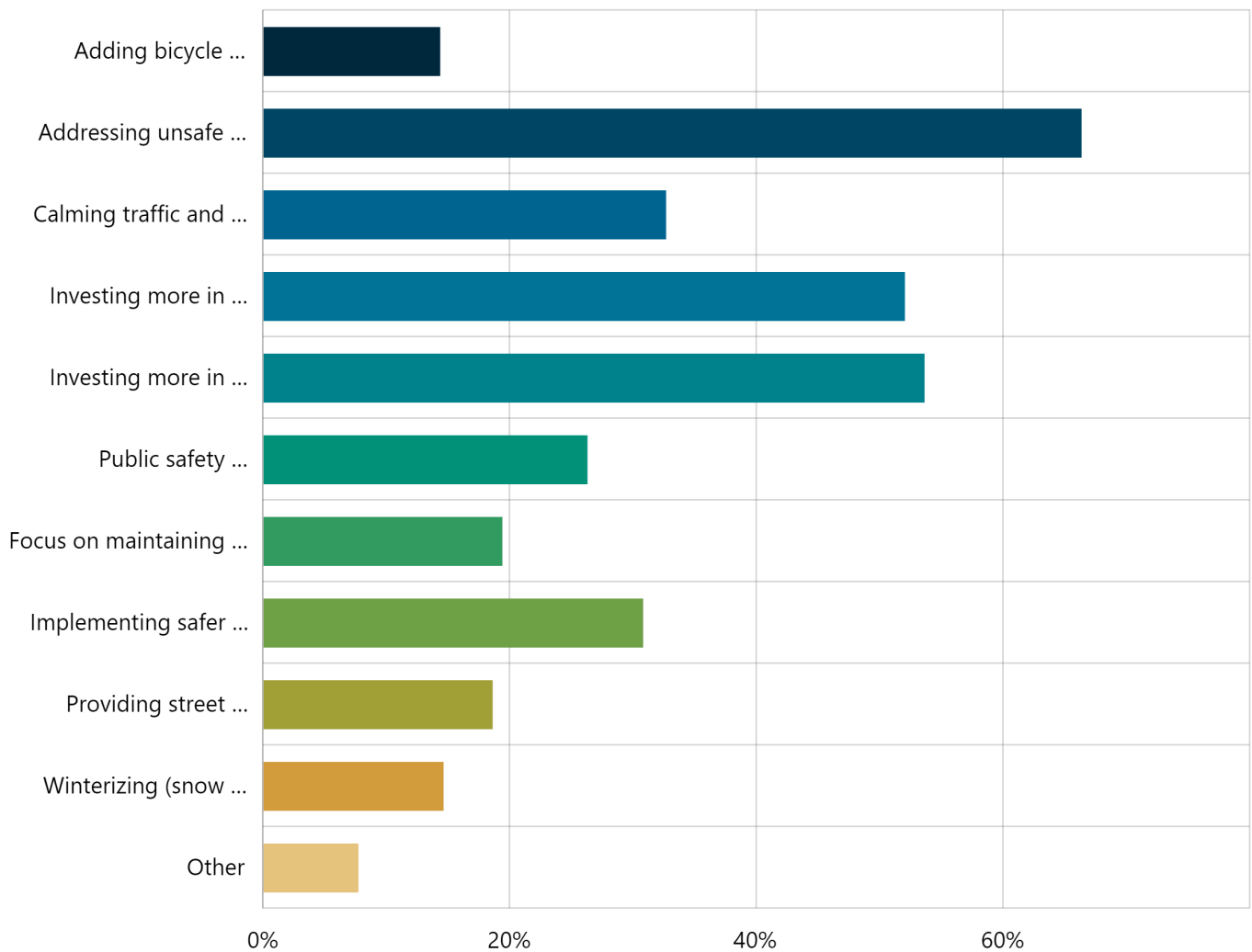
Multi Choice | Skipped: 274 | Answered: 113 (29.2%)



Answer choices	Percent	Count
Bicycle riding and safety lessons	0%	0
If I could walk or bicycle more easily along the river and lakefront	36.28%	41
If walking and biking places was more culturally acceptable	6.19%	7
Lockers, showers, and/or bicycle parking at my workplace or school	2.65%	3
Other people to walk or bicycle with	6.19%	7
Safer crossings at busy roads and intersections	48.67%	55
Trail facilities near my neighborhood	37.17%	42
Rental bicycle, like Bublr, and scooters, like Lime, available for use	4.42%	5
Not much would make me interested in walking or biking more	19.47%	22
Other	8.85%	10

21. What should Mequon and Thiensville prioritize for pedestrian and bicycling improvements?

Multi Choice | Skipped: 10 | Answered: 377 (97.4%)

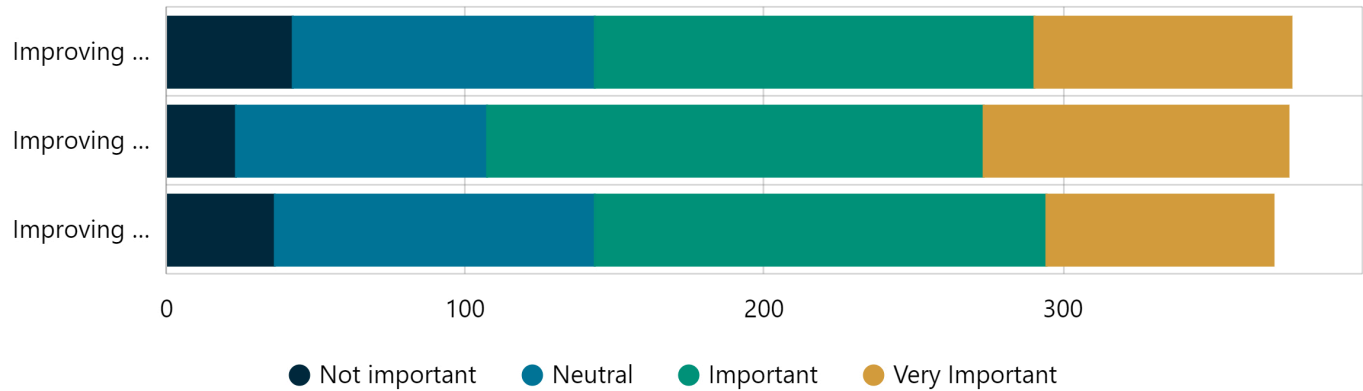


Answer choices	Percent	Count
Adding bicycle parking at destinations where it is missing	14.32%	54
Addressing unsafe crossings and intersections	66.31%	250
Calming traffic and reducing vehicle speeds	32.63%	123
Investing more in off-street trail infrastructure	51.99%	196
Investing more in on-street trail, bicycle lane, and paved shoulder infrastructure	53.58%	202
Public safety awareness on bicycle, pedestrian, and traffic safety	26.26%	99
Focus on maintaining existing facilities	19.36%	73
Implementing safer street design	30.77%	116
Providing street lighting, trees, landscaping, and other streetscape improvements	18.57%	70
Winterizing (snow storage, etc.)		
Other		

Winterizing (snow clearing) improvements to trails and bicycle facilities	14.59%	55
Other	7.69%	29

22. How important to you are the following priority statements previously identified by the Mequon+Thiensville Bike and Pedestrian Way Commission?

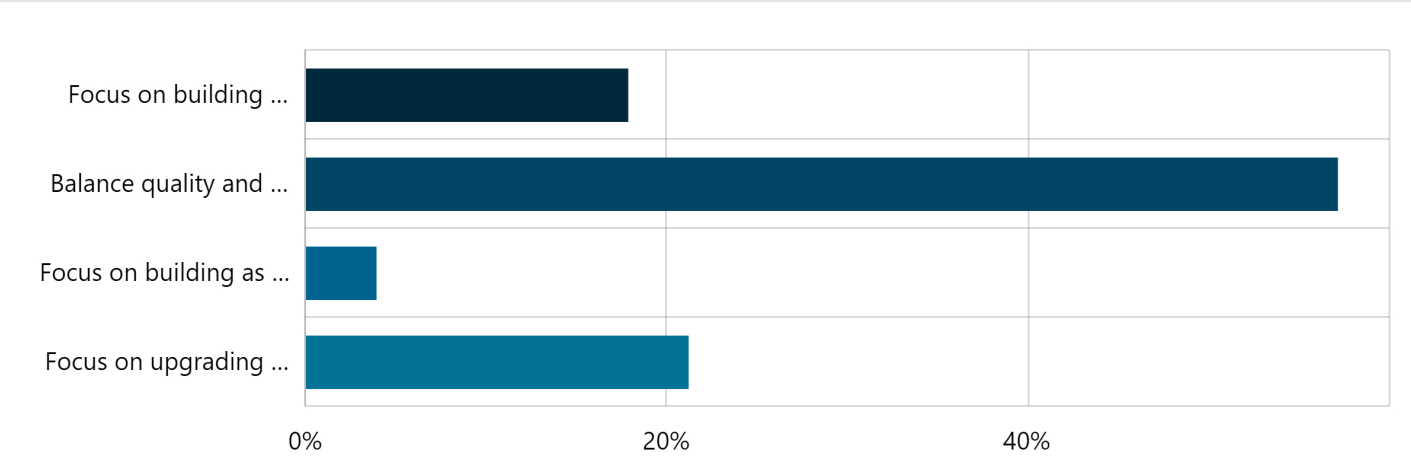
Matrix | Skipped: 10 | Answered: 377 (97.4%)



	Not important	Neutral	Important	Very Important	Count	Score
Improving connectivity between the east and west Mequon-Thiensville communities and facilities for crossing the Milwaukee River	11.17% 42	26.86% 101	39.10% 147	22.87% 86	376	2.74
Improving connectivity to the Ozaukee Interurban Trail	6.13% 23	22.40% 84	44.27% 166	27.20% 102	375	2.93
Improving connectivity to existing and future off-road trails in surrounding communities	9.73% 36	28.92% 107	40.81% 151	20.54% 76	370	2.72

23. If Mequon and Thiensville had \$1 million to spend on new pedestrian and bicycle facilities, how should spending be prioritized?

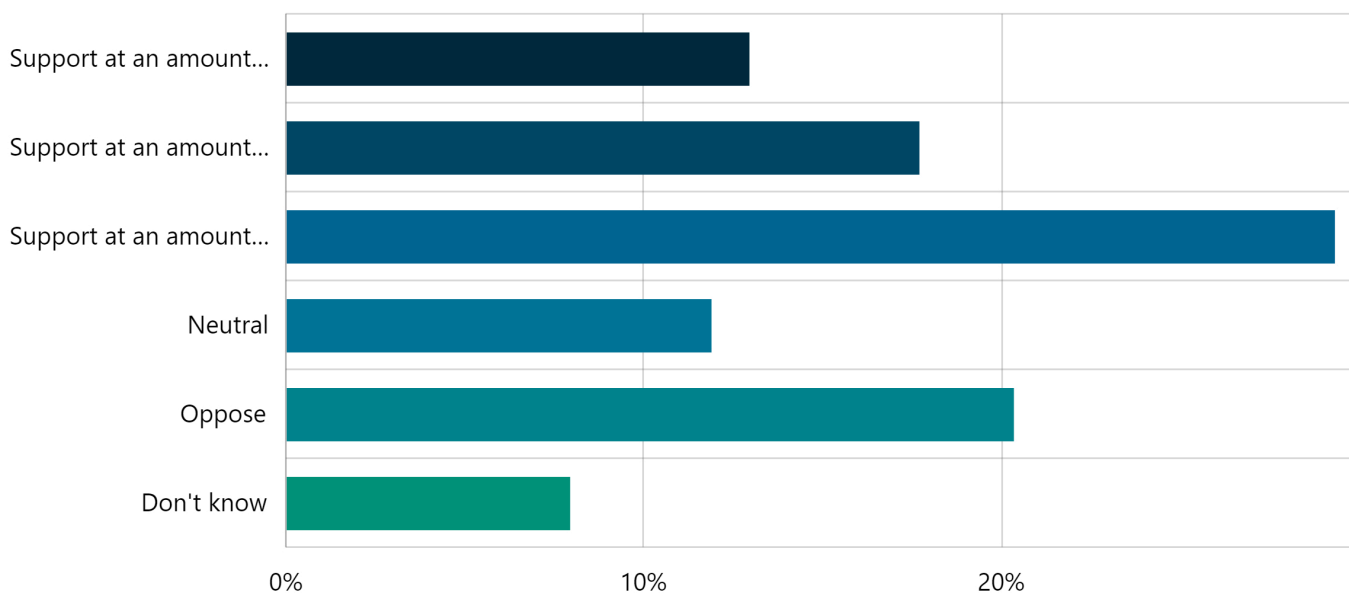
Multi Choice | Skipped: 28 | Answered: 359 (92.8%)



Answer choices	Percent	Count
Focus on building fewer facilities, but make them higher quality, separated, and protected.	17.83%	64
Balance quality and quantity, building a mix of separated and unseparated facilities.	57.10%	205
Focus on building as many new facilities as possible, sacrificing some quality and protection.	3.90%	14
Focus on upgrading existing unprotected facilities to make them separated and protected.	21.17%	76
Total	100.00%	359

24. Would you support or oppose an increase in taxes to fund pedestrian and bicycle improvements?

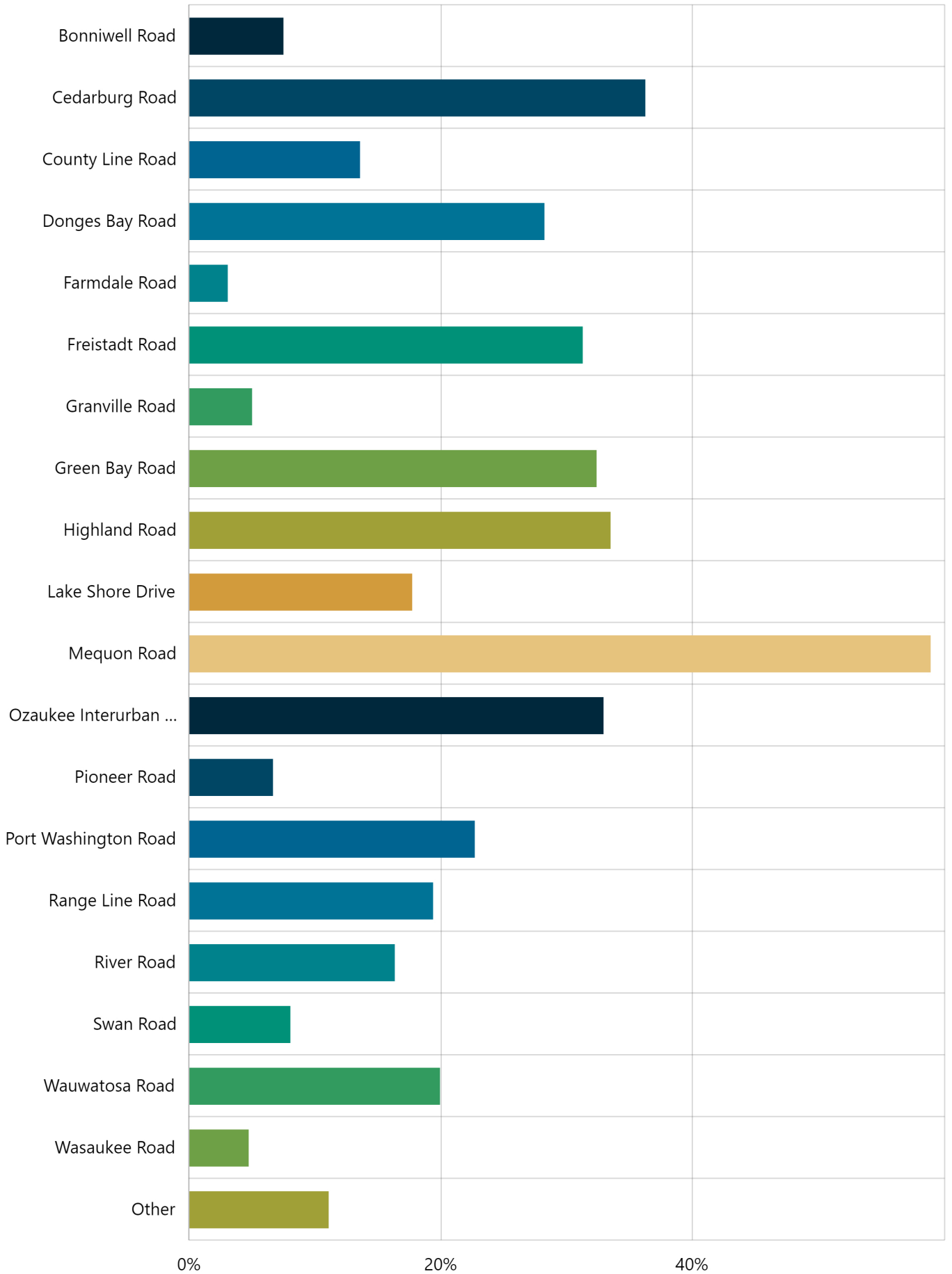
Multi Choice | Skipped: 8 | Answered: 379 (97.9%)



Answer choices	Percent	Count
Support at an amount not to exceed \$0.05/\$1,000 assessed value, which generates about \$296,000 in funds annually	12.93%	49
Support at an amount not to exceed \$0.10/\$1,000 assessed value, which generates about \$592,000 in funds annually.	17.68%	67
Support at an amount not to exceed \$0.20/\$1,000 assessed value, which generates about \$1,180,000 in funds annually.	29.29%	111
Neutral	11.87%	45
Oppose	20.32%	77
Don't know	7.92%	30
Total	100.00%	379

25. What specific corridors would you like to see pedestrian and bicycle safety improvements?

Multi Choice | Skipped: 25 | Answered: 362 (93.5%)



Answer choices	Percent	Count
Bonniwell Road	7.46%	27
Cedarburg Road	36.19%	131
County Line Road	13.54%	49
Donges Bay Road	28.18%	102
Farmdale Road	3.04%	11
Freistadt Road	31.22%	113
Granville Road	4.97%	18
Green Bay Road	32.32%	117
Highland Road	33.43%	121
Lake Shore Drive	17.68%	64
Mequon Road	58.84%	213
Ozaukee Interurban Trail	32.87%	119
Pioneer Road	6.63%	24
Port Washington Road	22.65%	82
Range Line Road	19.34%	70
River Road	16.30%	59
Swan Road	8.01%	29
Wauwatosa Road	19.89%	72
Wasaukee Road	4.70%	17
Other	11.05%	40

26. Bonniwell Road

Short Text | Skipped: 378 | Answered: 9 (2.3%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
264	Aug 04, 2024, 08:00 AM	Bonniwell Road	pave the shoulder
525	Aug 21, 2024, 03:43 PM	Bonniwell Road	Road is narrow and does not allow for adequate room for passing automobiles.
531	Aug 21, 2024, 03:56 PM	Bonniwell Road	Drivers SPEED down this road. Going from the inter urban to meekwon park can be scary. Maybe speed bumps at the trail crossing?
534	Aug 21, 2024, 04:06 PM	Bonniwell Road	Needs a bike lane
568	Aug 21, 2024, 09:48 PM	Bonniwell Road	Making it safer for kids to bike to Wilson
591	Aug 22, 2024, 10:20 AM	Bonniwell Road	We live on Bonniwell just west of the bike path. It is extremely dangerous biking on Bonniwell to get to the path. There are hills that cars can't see over. I don't understand why the city has not made bike lanes on roads that lead to the bike path.
624	Aug 24, 2024, 06:35 AM	Bonniwell Road	No shoulder and needs one
714	Sep 06, 2024, 05:27 PM	Bonniwell Road	The bike path intersects with Bonniwell Road. We live on Bonniwell Road and have had many close calls with bikes failing to stop on the bike path as we drive past the bike path intersection. Many bikers fail to slow down or even look for automobiles
722	Sep 06, 2024, 05:50 PM	Bonniwell Road	This is a great biking road, but lacks any bike lanes

27. Cedarburg Road

Short Text | Skipped: 330 | Answered: 57 (14.7%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
703	Aug 31, 2024, 08:43 PM	Cedarburg Road	A very busy road that could use separated biking infrastructure for safety.
586	Aug 22, 2024, 08:01 AM	Cedarburg Road	Bike lane
589	Aug 22, 2024, 09:17 AM	Cedarburg Road	Better crossing at intersections and bike lanes going north from Mequon Road
594	Aug 22, 2024, 10:43 AM	Cedarburg Road	Bicycle lanes between Mequon Road and Friestadt
598	Aug 22, 2024, 12:57 PM	Cedarburg Road	Do not allow bicyclists on this road.
604	Aug 22, 2024, 06:09 PM	Cedarburg Road	Bike lane
606	Aug 22, 2024, 06:17 PM	Cedarburg Road	this is a street I cross often, bicycle riders do not always stop for lights or pedestrians
643	Aug 25, 2024, 02:12 PM	Cedarburg Road	Not as high priority; Interurban Trail is good alternative.
646	Aug 25, 2024, 07:52 PM	Cedarburg Road	customers who frequent businesses on S main street risk being injured by bike riders who ride on the sidewalks. This applies to pedestrians as well as cars pulling out of parking lots. Biking on sidewalks should be prohibited on Main St.
649	Aug 25, 2024, 10:41 PM	Cedarburg Road	Lots of traffic on this road and it would help to bring the communities closer together and be safer.
671	Aug 28, 2024, 01:02 PM	Cedarburg Road	Edd bike lane
681	Aug 29, 2024, 06:50 PM	Cedarburg Road	traffic not stopping for the stop signs and for pedestrians. Better crosswalk visibility. more diligent law enforcement especially for cyclists.
691	Aug 30, 2024, 09:14 AM	Cedarburg Road	Where are bikes supposed to ride on Cedarburg Road? A very dangerous proposition all along, and especially in Thiensville.
697	Aug 31, 2024, 08:11 AM	Cedarburg Road	Need improvement in the sidewalks
698	Aug 31, 2024, 09:04 AM	Cedarburg Road	Could use a bike lane
573	Aug 21, 2024, 10:24 PM	Cedarburg Road	Very dangerous without bike lanes.
724	Sep 06, 2024, 06:19 PM	Cedarburg Road	Wider paved shoulders/lane
733	Sep 06, 2024, 08:42 PM	Cedarburg Road	Designated bike lane
748	Sep 07, 2024, 10:00 AM	Cedarburg Road	Add markings for a bike lane.
751	Sep 07, 2024, 11:35 AM	Cedarburg Road	Improvement needs north from Thiensville up to Highland Road.
753	Sep 07, 2024, 12:52 PM	Cedarburg Road	It's scary walking down Cedarburg rd south of mequon rd. There is no protection or designated lane and cars are moving quickly
754	Sep 07, 2024, 01:54 PM	Cedarburg Road	Bicycle lane markings.
758	Sep 07, 2024, 06:35 PM	Cedarburg Road	Add sidewalks or better bike lanes
764	Sep 08, 2024, 07:46 AM	Cedarburg Road	Intersection improvements and sidewalks past mequon rd.
772	Sep 08, 2024, 08:51 AM	Cedarburg Road	Bike lanes, more connectivity from neighborhoods to local businesses

786	Sep 08, 2024, 10:15 AM	Cedarburg Road	cars go way too fast, an independent bike lane would be helpful
796	Sep 09, 2024, 09:38 AM	Cedarburg Road	No biking infrastructure to speak of and the attempts at pedestrian crossing in Thiensville are ineffective. Cars seldom pay attention to the blinking (if they are working) signs and they zip on by.
802	Sep 09, 2024, 12:39 PM	Cedarburg Road	Wider shoulder
808	Sep 10, 2024, 09:18 AM	Cedarburg Road	Need to get the bikes off the sidewalks
519	Aug 21, 2024, 03:27 PM	Cedarburg Road	Need a timer to be able to stop for pedestrian without slamming on brakes
233	Aug 02, 2024, 09:52 PM	Cedarburg Road	Painted bike lanes
236	Aug 03, 2024, 02:31 AM	Cedarburg Road	Signage to link the road to the Interurban trail
241	Aug 03, 2024, 07:44 AM	Cedarburg Road	bicycle lanes
249	Aug 03, 2024, 09:59 AM	Cedarburg Road	consistent wider shoulders County Line north through Thiensville
265	Aug 04, 2024, 08:00 AM	Cedarburg Road	Lots of activity there. Would be nice to access more safely
279	Aug 06, 2024, 09:36 AM	Cedarburg Road	North of Thiensville there is no sidewalk or bike lanes and shoulders are narrow.
284	Aug 07, 2024, 01:18 PM	Cedarburg Road	Add dedicated bike lanes/path.
288	Aug 08, 2024, 01:13 PM	Cedarburg Road	Bike lanes
471	Aug 16, 2024, 02:35 PM	Cedarburg Road	Bike lane
492	Aug 19, 2024, 07:53 AM	Cedarburg Road	Wide bike lanes
497	Aug 20, 2024, 08:10 AM	Cedarburg Road	Get rid of the boulevards. Cycling north of Mequon Road was much safer when bikes and cars didn't have to squeeze into the tiny lanes.
511	Aug 21, 2024, 12:10 PM	Cedarburg Road	Major issues with safety on Cedarburg Rd where there is no bike path or sidewalk.
513	Aug 21, 2024, 12:19 PM	Cedarburg Road	Shouldered lane where road narrows to Highland
209	Aug 02, 2024, 05:17 PM	Cedarburg Road	Bike Lanes
523	Aug 21, 2024, 03:35 PM	Cedarburg Road	Green Bay and Freistadt Road, better pattern for bicycles to cross.
532	Aug 21, 2024, 04:00 PM	Cedarburg Road	Presently too narrow, not safe for bike riders
534	Aug 21, 2024, 04:06 PM	Cedarburg Road	Needs a bike lane
538	Aug 21, 2024, 04:59 PM	Cedarburg Road	Narrow and much room for bikes. Bikes often on sidewalks where they shouldn't be
541	Aug 21, 2024, 05:54 PM	Cedarburg Road	It would be nice to have a bike lane on a main street that could let you bike down the street.
542	Aug 21, 2024, 05:56 PM	Cedarburg Road	Off road path, always very tight when pedestrian or bikers are on the road
545	Aug 21, 2024, 06:22 PM	Cedarburg Road	Dedicated bike lanes could be amazing but Interurban near too
552	Aug 21, 2024, 07:57 PM	Cedarburg Road	The intersection at Mequon road could be improved, and bike lanes through Thiensville

564	Aug 21, 2024, 09:19 PM	Cedarburg Road	South of Mequon road, there should be a sidewalk.
568	Aug 21, 2024, 09:48 PM	Cedarburg Road	Cedarburg/Mequon road intersection
569	Aug 21, 2024, 09:48 PM	Cedarburg Road	Has some traffic calming elements; however more need to be implemented. The road is too wide, which encourages higher vehicle speeds
571	Aug 21, 2024, 10:03 PM	Cedarburg Road	Busy road to get to bike path
572	Aug 21, 2024, 10:11 PM	Cedarburg Road	Vehicle Speed

28. County Line Road

Short Text | Skipped: 362 | Answered: 25 (6.5%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
563	Aug 21, 2024, 09:11 PM	County Line Road	No shoulder to ride on
782	Sep 08, 2024, 09:32 AM	County Line Road	Needs a wider shoulder and maybe a bridge to connect east/west county line road over Milwaukee river
759	Sep 07, 2024, 10:02 PM	County Line Road	Off road trail
753	Sep 07, 2024, 12:52 PM	County Line Road	A designated path to the mequon nature Preserve from the bike trail
742	Sep 07, 2024, 07:26 AM	County Line Road	too narrow for bikes and walks
739	Sep 07, 2024, 02:30 AM	County Line Road	Too narrow, fast. Broke wrist walking on narrow shoulder.
738	Sep 06, 2024, 10:01 PM	County Line Road	I wish my kids could bike to school via County Line Rd, but it's narrow, with no sidewalks. I would feel unsafe letting them bike on this road.
733	Sep 06, 2024, 08:42 PM	County Line Road	Designated bike lane
648	Aug 25, 2024, 08:13 PM	County Line Road	No bike lane, no space to ride safely on shoulder
615	Aug 23, 2024, 06:32 AM	County Line Road	Needs bike lanes
599	Aug 22, 2024, 01:18 PM	County Line Road	Better connection to Interstate crossover. Shoulder on County Line.
580	Aug 22, 2024, 02:41 AM	County Line Road	Too narrow, little to no shoulder and peds/cyds ride double
567	Aug 21, 2024, 09:44 PM	County Line Road	Pedestrian/bike east west access is hazardous
219	Aug 02, 2024, 06:55 PM	County Line Road	At a minimum increase shoulder on 1 side for safer biking and walking
492	Aug 19, 2024, 07:53 AM	County Line Road	Wide bike lanes
264	Aug 04, 2024, 08:00 AM	County Line Road	pave the shoulder
255	Aug 03, 2024, 12:01 PM	County Line Road	Add bike lanes
251	Aug 03, 2024, 10:20 AM	County Line Road	Traveling South there is a blind spot checking for West bound traffic
247	Aug 03, 2024, 09:35 AM	County Line Road	Extremely narrow shoulder
246	Aug 03, 2024, 08:45 AM	County Line Road	Bike lanes too narrow
235	Aug 03, 2024, 01:46 AM	County Line Road	I'd like to see a bike lane here.
233	Aug 02, 2024, 09:52 PM	County Line Road	Pave and create improved shoulders
231	Aug 02, 2024, 09:09 PM	County Line Road	Would love to see a bike lane. Road is very narrow and cars do not watch for bikers there. I have been literally run off the road several times by cars flying around the corner off of Green Bay Rd.
230	Aug 02, 2024, 09:09 PM	County Line Road	Very small shoulder
220	Aug 02, 2024, 07:01 PM	County Line Road	This road between Port Washington and range line needs bike lane

29. Donges Bay Road

Short Text | Skipped: 319 | Answered: 68 (17.6%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
580	Aug 22, 2024, 02:41 AM	Donges Bay Road	Need accessibility to school while safely avoiding the dangerous carline that spills onto road
722	Sep 06, 2024, 05:50 PM	Donges Bay Road	Similar to Bonniwell. My preference would be that one of these provide a river crossing to avoid Mequon and Highland Roads
720	Sep 06, 2024, 05:37 PM	Donges Bay Road	There are good options for biking west of the river from Cedarburg Road to Lemke Park, but west of Lemke park could be improved with a larger shoulder.
711	Sep 04, 2024, 07:40 PM	Donges Bay Road	School zone safety. Ability to walk to school safely
710	Sep 04, 2024, 12:16 PM	Donges Bay Road	Slow down traffic near the OIT crossing and improve pedestrian/cyclist visibility
648	Aug 25, 2024, 08:13 PM	Donges Bay Road	No bike lane, no space to ride safely on shoulder. Would love to allow our kids to ride to school from Orchard Highlands but it's way too dangerous right now.
625	Aug 24, 2024, 06:54 AM	Donges Bay Road	Need an off road path that would allow nearby kids to ride a bike to school safely. Difficult to do that today on the road with younger kids.
611	Aug 22, 2024, 09:59 PM	Donges Bay Road	A dedicated bike lane
590	Aug 22, 2024, 09:37 AM	Donges Bay Road	Continued extension East/west river crossing too
734	Sep 06, 2024, 08:43 PM	Donges Bay Road	Shoulder not wide enough for bikes
572	Aug 21, 2024, 10:11 PM	Donges Bay Road	Vehicle Speed, bike lanes
567	Aug 21, 2024, 09:44 PM	Donges Bay Road	The transitions from Ozaukee trail safety to surrounding businesses
566	Aug 21, 2024, 09:32 PM	Donges Bay Road	Connect a bike lane to the interurban trail
516	Aug 21, 2024, 01:47 PM	Donges Bay Road	Sidewalks
513	Aug 21, 2024, 12:19 PM	Donges Bay Road	Shouldered lane from Cedarburg Rd (Green Bay Rd) to Wauwatosa Rd
492	Aug 19, 2024, 07:53 AM	Donges Bay Road	Wide bike lanes
474	Aug 16, 2024, 05:48 PM	Donges Bay Road	On donged bay road there is a bike lane that is not ideal as it is too close to the cars and when vehicles pass you they do not give you enough room making it an unsafe road to bike on.
773	Sep 08, 2024, 08:53 AM	Donges Bay Road	Urgently need sidewalks on Donas Bay Road West from the nature preserve to the Interurban Trail.
807	Sep 10, 2024, 06:44 AM	Donges Bay Road	Mequon should have safe bike/walk paths to all schools. Kids should be able to safely get to school by foot or by bike.
806	Sep 09, 2024, 08:06 PM	Donges Bay Road	Kids need to be able to safely bike to school. Dedicated big bike lane OR sidewalk

805	Sep 09, 2024, 07:59 PM	Donges Bay Road	Needs wider shoulders for walkers and bikers
802	Sep 09, 2024, 12:39 PM	Donges Bay Road	Pedestrian bridge crossing Milwaukee River
799	Sep 09, 2024, 10:35 AM	Donges Bay Road	Extend existing bike path from Wauwatosa Rd. to Interurban Trail
795	Sep 09, 2024, 09:05 AM	Donges Bay Road	Not easy to navigate
792	Sep 08, 2024, 08:22 PM	Donges Bay Road	Put a road and bridge over the river
780	Sep 08, 2024, 09:24 AM	Donges Bay Road	Plow in winter
471	Aug 16, 2024, 02:35 PM	Donges Bay Road	Bike lane
764	Sep 08, 2024, 07:46 AM	Donges Bay Road	Access to Donges Bay School from Range Lune and River.
759	Sep 07, 2024, 10:02 PM	Donges Bay Road	Off road trail
753	Sep 07, 2024, 12:52 PM	Donges Bay Road	The bike crossing here is challenging
747	Sep 07, 2024, 09:28 AM	Donges Bay Road	Would love to see crosswalk near Donges Bay Elementary and a passing lane during afternoon drop-off hours!
744	Sep 07, 2024, 08:42 AM	Donges Bay Road	Sidewalks or off road biking trails
742	Sep 07, 2024, 07:26 AM	Donges Bay Road	too narrow for bikes and walks
741	Sep 07, 2024, 07:21 AM	Donges Bay Road	Bike lane
229	Aug 02, 2024, 08:49 PM	Donges Bay Road	narrow; cars fly by fast; working/contractor vehicles parked on side and challenging therefore to walk or bike
246	Aug 03, 2024, 08:45 AM	Donges Bay Road	Bike lanes too narrow
244	Aug 03, 2024, 08:27 AM	Donges Bay Road	These comments pertain to Donges, Lake Shore, and Mequon Road equally. I drive and walk on these roads regularly and they are narrow for the cars, bikes, and walkers who use them for connectivity to neighborhoods or Virmond Park.
243	Aug 03, 2024, 08:18 AM	Donges Bay Road	No sidewalks currently, there is pedestrian traffic on the road and shoulders. Bikes on the road do create unsafe passing by some cars. Walking is not very safe as the speed limit is higher.
242	Aug 03, 2024, 08:16 AM	Donges Bay Road	wider bike lanes
241	Aug 03, 2024, 07:44 AM	Donges Bay Road	bicycle lanes
234	Aug 02, 2024, 10:04 PM	Donges Bay Road	widen to allow for safer bike and pedestrian traffic
233	Aug 02, 2024, 09:52 PM	Donges Bay Road	Improve shoulder west of granville
230	Aug 02, 2024, 09:09 PM	Donges Bay Road	Sidewalks would be great for linking neighborhoods as well as the grade school.
247	Aug 03, 2024, 09:35 AM	Donges Bay Road	Speeding, small shoulder, hard to feel safe walking kids to school
224	Aug 02, 2024, 07:45 PM	Donges Bay Road	Reduce vehicle speed
222	Aug 02, 2024, 07:16 PM	Donges Bay Road	Connect the western suburbs to the interurban trail.
220	Aug 02, 2024, 07:01 PM	Donges Bay Road	This road has bike/pedestrian safety issues and serious speed violations. It should have bike lanes, speed reduction and improvement at Port Washington Rd.

219	Aug 02, 2024, 06:55 PM	Donges Bay Road	Has a small marked shoulder. I'd make Range Line a higher priority first.
217	Aug 02, 2024, 06:43 PM	Donges Bay Road	Fix dangerous and inefficient Port Washington/Donges Bay intersection. Maybe make it a a roundabout?
212	Aug 02, 2024, 05:36 PM	Donges Bay Road	There is no space for bikers on this road and cars travel at a fast pace.
208	Aug 02, 2024, 05:16 PM	Donges Bay Road	Need sidewalks
270	Aug 05, 2024, 09:55 AM	Donges Bay Road	There is no real designated walking or biking lane
359	Aug 10, 2024, 09:19 AM	Donges Bay Road	Connectivity to the Lake Shore and Donges Bay elementary needs improvement
288	Aug 08, 2024, 01:13 PM	Donges Bay Road	Bike lanes, pedestrian/bicycle crossing over river
284	Aug 07, 2024, 01:18 PM	Donges Bay Road	Add dedicated bike lanes/path
282	Aug 07, 2024, 12:15 PM	Donges Bay Road	My kids could easily walk or bike to Donges bay school but there is no safe place for them to do that. Also during twilight hours it is very difficult to see walkers or bikers on shoulders on the road, and I'm concerned about safety.
281	Aug 07, 2024, 09:14 AM	Donges Bay Road	One of the best in the neighborhood but still shared with the street and unprotected.
280	Aug 06, 2024, 12:04 PM	Donges Bay Road	We need sidewalks, it's scary walking or biking on it.
277	Aug 06, 2024, 08:43 AM	Donges Bay Road	Dodges Bay Road east of the river is heavily used by both pedestrians and bikers. A bridge over the river at DB road would provide access to the interurban trail, but I expect would not be welcomes by the immediate neighbors
275	Aug 05, 2024, 05:21 PM	Donges Bay Road	The bike path crossing Donges Bay Rd should be painted green to better notify cars where bikes may be crossing.
205	Aug 02, 2024, 09:31 AM	Donges Bay Road	Narrow space to walk, deep ditches particularly on the very western edge. I would like the bike path to extend to the Germantown border.
268	Aug 04, 2024, 09:31 PM	Donges Bay Road	Build a bridge to connect east & west to provide safer and more accessible route from east Mequon to InterUrban yrail.
263	Aug 03, 2024, 11:02 PM	Donges Bay Road	Would love a trail crossing over Milwaukee River. Would also like sidewalks on the south side of Donges Bay Road so kids could bike to Donges Bay ES
262	Aug 03, 2024, 07:32 PM	Donges Bay Road	Bike lane or wider shoulders. Signage to share the road
258	Aug 03, 2024, 01:28 PM	Donges Bay Road	Should have a bike/pedestrian bridge over river to connect Donges Bay east and west

256	Aug 03, 2024, 12:06 PM	Donges Bay Road	I would like to see the bike path that ends at Lemke Park to be extended to Wasaukee Road or Council Hills Dr.
253	Aug 03, 2024, 10:51 AM	Donges Bay Road	Crossing at wauwatosa and bike path signage
251	Aug 03, 2024, 10:20 AM	Donges Bay Road	Traveling both ways there is a blind spot checking for West bound traffic

30. Farmdale Road

Short Text | Skipped: 380 | Answered: 7 (1.8%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
215	Aug 02, 2024, 05:42 PM	Farmdale Road	Great road but no bike lanes or shoulder
223	Aug 02, 2024, 07:32 PM	Farmdale Road	Bike lanes on all roads
233	Aug 02, 2024, 09:52 PM	Farmdale Road	Wider shoulders
264	Aug 04, 2024, 08:00 AM	Farmdale Road	pace the shoulder
586	Aug 22, 2024, 08:01 AM	Farmdale Road	Bike lane
744	Sep 07, 2024, 08:42 AM	Farmdale Road	Sidewalks or off road bike trails
762	Sep 08, 2024, 05:55 AM	Farmdale Road	Intersection with freistadt is dangerous. Blinking stop signs

31. Freistadt Road

Short Text | Skipped: 321 | Answered: 66 (17.1%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
639	Aug 25, 2024, 10:48 AM	Freistadt Road	Walk/bike lane east of Green Bay
689	Aug 30, 2024, 08:23 AM	Freistadt Road	Off road or protected lane for east-west through Thiensville
687	Aug 30, 2024, 06:18 AM	Freistadt Road	Any type of bike lane
685	Aug 29, 2024, 10:07 PM	Freistadt Road	There is no safe walking on this road in Thiensville. The road has no shoulder you either walk in the street or walk on private property. I know from experience it's dangerous.
684	Aug 29, 2024, 09:52 PM	Freistadt Road	Needs sidewalks from Wauwatosa to inter urban trail
681	Aug 29, 2024, 06:50 PM	Freistadt Road	traffic not stopping for the stop signs and for pedestrians. Better crosswalk visibility. more diligent law enforcement especially for cyclists.
671	Aug 28, 2024, 01:02 PM	Freistadt Road	Bike lane
649	Aug 25, 2024, 10:41 PM	Freistadt Road	Very dangerous as it is for walkers as well as bikers. The road is narrow and difficult to walk, bike and travel with strollers etc especially when traffic is busy!
646	Aug 25, 2024, 07:52 PM	Freistadt Road	No shoulder and street too narrow for bikers to safely ride.
697	Aug 31, 2024, 08:11 AM	Freistadt Road	Need sidewalks east of 76 th
636	Aug 25, 2024, 08:18 AM	Freistadt Road	Pedestrian crossing near the park.
626	Aug 24, 2024, 10:57 AM	Freistadt Road	Please add a sidewalk! We live on Freistadt and would gladly give up a portion of our yard (south side of the road) to add a sidewalk. Improves connectivity and safety to downtown Thiensville and Mequon
616	Aug 23, 2024, 08:46 AM	Freistadt Road	put in side walk or bike lane east of green bay road
615	Aug 23, 2024, 06:32 AM	Freistadt Road	Needs bike lanes
606	Aug 22, 2024, 06:17 PM	Freistadt Road	this is a street I often drive, it would be helpful to have a wider street perhaps with a bike lane
604	Aug 22, 2024, 06:09 PM	Freistadt Road	Allows downtown access for all Thiensville residents and would make an entire neighborhood walkable to village park, business, and the interurban trail
601	Aug 22, 2024, 01:36 PM	Freistadt Road	the hill is crazy dangerous
594	Aug 22, 2024, 10:43 AM	Freistadt Road	Bicycle lanes west of Cedarburg Road
709	Sep 03, 2024, 10:25 PM	Freistadt Road	Add a sidewalk (preferably on both sides) within the village of Thiensville.
718	Sep 06, 2024, 05:32 PM	Freistadt Road	wider road, not much space for passing cars

720	Sep 06, 2024, 05:37 PM	Freistadt Road	West of Ridgeway Ave. to Wasaukee Rd. NEEDS some shoulder - right now there is none. West of Wasaukee (Germantown) there is a small but adequate shoulder on the side of the road to ride on. We need the same in Mequon.
722	Sep 06, 2024, 05:50 PM	Freistadt Road	Little or no bike lane
724	Sep 06, 2024, 06:19 PM	Freistadt Road	Wider paved shoulders from Wauwatosa Rd into Thiensville. Biking or walking down that hill is dangerous as there is narrow shoulders and the a steep slope down to the ditches. Would be nice to be able to walk along the to get things near the Town Center.
740	Sep 07, 2024, 06:11 AM	Freistadt Road	Add Sidewalk or bike path between Ridgeway Ave and Tosa Rd
744	Sep 07, 2024, 08:42 AM	Freistadt Road	Sidewalks or off road bike trail
754	Sep 07, 2024, 01:54 PM	Freistadt Road	Bicycle lane markings.
759	Sep 07, 2024, 10:02 PM	Freistadt Road	Off road trail
762	Sep 08, 2024, 05:55 AM	Freistadt Road	Because people use as an alternative to Mequon. All intersections have become dangerous. Need blinking stop signs
796	Sep 09, 2024, 09:38 AM	Freistadt Road	This road is horribly dangerous for both walking and biking, primarily in the stretch between Cedarburg and Wauwatosa roads where there are blind spots on the hill and no shoulder/lane for safety.
800	Sep 09, 2024, 10:54 AM	Freistadt Road	Only gravel shoulder on other side of white line, paved shoulders would help GREATLY to be able to move over from traffic. It would be Amazing if all drivers were aware of the law that riders have 3 feet from the white line as their right of way .
802	Sep 09, 2024, 12:39 PM	Freistadt Road	Wider shoulder to provide more room for bikes
808	Sep 10, 2024, 09:18 AM	Freistadt Road	Too narrow in Thiensville west if MAIN st
810	Sep 10, 2024, 05:56 PM	Freistadt Road	Very little shoulder from cars in areas to the west
262	Aug 03, 2024, 07:32 PM	Freistadt Road	Slower speeds east of Thiensville. Wider shoulders
519	Aug 21, 2024, 03:27 PM	Freistadt Road	Need a timer to be able to stop for pedestrian without slamming on brakes and being able to stop off rail road tracks
516	Aug 21, 2024, 01:47 PM	Freistadt Road	Sidewalks
511	Aug 21, 2024, 12:10 PM	Freistadt Road	No sidewalks in Thiensville on Freistadt Rd except west of Green Bay Rad
503	Aug 21, 2024, 07:26 AM	Freistadt Road	Off street trail through Thiensville
497	Aug 20, 2024, 08:10 AM	Freistadt Road	Way too narrow in Thiensville.
471	Aug 16, 2024, 02:35 PM	Freistadt Road	Bike lane / side walk
382	Aug 11, 2024, 07:20 AM	Freistadt Road	not a bicycle Friendly Street
264	Aug 04, 2024, 08:00 AM	Freistadt Road	pave the shoulder

523	Aug 21, 2024, 03:35 PM	Freistadt Road	Visibility for pedestrians crossing road
260	Aug 03, 2024, 04:36 PM	Freistadt Road	Ideally, off-street trail to provide east-west artery for bikes.
259	Aug 03, 2024, 01:53 PM	Freistadt Road	needs a repaving from Green bay to Highland. Better shoulder
258	Aug 03, 2024, 01:28 PM	Freistadt Road	Should have bike lane from Highland/Fieldcrest Rd out west to Wausakee Rd
254	Aug 03, 2024, 10:56 AM	Freistadt Road	Would like better/wider bike lanes
253	Aug 03, 2024, 10:51 AM	Freistadt Road	Separate bike lane through Thiensville
236	Aug 03, 2024, 02:31 AM	Freistadt Road	This main corridor through Thiensville should be widened to accommodate bike/pedestrian lanes
209	Aug 02, 2024, 05:17 PM	Freistadt Road	bike lane
202	Aug 01, 2024, 12:15 PM	Freistadt Road	Wider shoulders or bike lanes heading west out of Thiensville. Slowing the speeding of cars and having large groups of bikers stay in the bike lane or move single file.
524	Aug 21, 2024, 03:40 PM	Freistadt Road	Sidewalks going north from Cedarburg Rd
525	Aug 21, 2024, 03:43 PM	Freistadt Road	Road is narrow and does not allow for adequate room for passing automobiles.
527	Aug 21, 2024, 03:44 PM	Freistadt Road	I live on Freistadt and would be open to giving up my land for sidewalks to help improve the safety of all the people who walk on Friestadt and easier access to downtown. We rarely walk on Freistadt with our children due to safety
532	Aug 21, 2024, 04:00 PM	Freistadt Road	People often ride/walk on this road, not safe
534	Aug 21, 2024, 04:06 PM	Freistadt Road	Needs a bike lane and car speed monitoring
538	Aug 21, 2024, 04:59 PM	Freistadt Road	Narrow lanes and traffic often speeding.
539	Aug 21, 2024, 05:11 PM	Freistadt Road	Road is narrow. Better shoulder
541	Aug 21, 2024, 05:54 PM	Freistadt Road	A bike lane or shoulder would be great to have on this road because it's a road that gets you to important busier roads.
545	Aug 21, 2024, 06:22 PM	Freistadt Road	Bike lanes could be amazing
550	Aug 21, 2024, 07:27 PM	Freistadt Road	Large groups of road bikers and lane space is limited
569	Aug 21, 2024, 09:48 PM	Freistadt Road	Complete lack of any ped & bike elements. For such a main thoroughfare, this is unacceptable.
573	Aug 21, 2024, 10:24 PM	Freistadt Road	No bike lane, narrow traffic lanes.
576	Aug 21, 2024, 10:37 PM	Freistadt Road	Flashing light at interurban trail
588	Aug 22, 2024, 09:15 AM	Freistadt Road	No safe area for children / pedestrians to bike or walk to get into town / Village Park. More safety for crossings as children bike home from parks. Children crossing frequently were fishing and baseball the parks.

590	Aug 22, 2024, 09:37 AM	Freistadt Road	Better access through Thiensville for connectivity. Side walk especially, constantly people run/walk on the road and in peoples yards
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32. Granville Road

Short Text | Skipped: 377 | Answered: 10 (2.6%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
800	Sep 09, 2024, 10:54 AM	Granville Road	Paved shoulders it would be greatly appreciated. If drivers were aware that bike riders have 3 feet from the white line as a right away.
762	Sep 08, 2024, 05:55 AM	Granville Road	More shoulder on the road. Intersection with freistadt needs blinking stop signs
759	Sep 07, 2024, 10:02 PM	Granville Road	Off road trail
722	Sep 06, 2024, 05:50 PM	Granville Road	Bike lanes here would be nice with some separation from traffic.
720	Sep 06, 2024, 05:37 PM	Granville Road	larger shoulder from County line Road to Mequon Road would be nice.
608	Aug 22, 2024, 06:53 PM	Granville Road	Side walks
532	Aug 21, 2024, 04:00 PM	Granville Road	I didn't realize I chose Granville road.
264	Aug 04, 2024, 08:00 AM	Granville Road	pave the shoulder
262	Aug 03, 2024, 07:32 PM	Granville Road	Wider shoulders
233	Aug 02, 2024, 09:52 PM	Granville Road	Wider shoulders, make crossing Mequon stop light able to have a biker change the light

33. Green Bay Road

Short Text | Skipped: 327 | Answered: 60 (15.5%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
812	Sep 12, 2024, 02:52 PM	Green Bay Road	Wider shoulders. I used to ride north of Thiensville a lot, so I know sharing with cars is possible.
802	Sep 09, 2024, 12:39 PM	Green Bay Road	Wider shoulder
800	Sep 09, 2024, 10:54 AM	Green Bay Road	Pave shoulders Drivers should be aware they should pass us like a vehicle and give us space we have 3 feet right away from the white line
786	Sep 08, 2024, 10:15 AM	Green Bay Road	bike lanes
764	Sep 08, 2024, 07:46 AM	Green Bay Road	Intersection improvements and sidewalks past mequon rd.
759	Sep 07, 2024, 10:02 PM	Green Bay Road	4 ft. shoulder
755	Sep 07, 2024, 02:36 PM	Green Bay Road	Bike lane
754	Sep 07, 2024, 01:54 PM	Green Bay Road	Bicycle lane markings.
722	Sep 06, 2024, 05:50 PM	Green Bay Road	I take this fairly often to get from Bonniwell to Highland to get home. It's very tight without any bike lanes.
699	Aug 31, 2024, 10:08 AM	Green Bay Road	Parade goers /WALKERS (4th July/Memorial Day) congregated densely from Grand Avenue (Thiensville) to Cedarburg Rd (Mequon) and even with road closures, walkers/ goers walked property lawn with no better signage to use sidewalk and vehicles parked on lawn.
698	Aug 31, 2024, 09:04 AM	Green Bay Road	The "fast group - team riders" ride several bikes across and do not go single file. The hilly curvy road makes it unsafe for them and vehicles. Unable to pass them.
681	Aug 29, 2024, 06:50 PM	Green Bay Road	SAME AS ABOVE
678	Aug 29, 2024, 04:50 PM	Green Bay Road	Too narrow
671	Aug 28, 2024, 01:02 PM	Green Bay Road	Bike lane and safety signs
651	Aug 26, 2024, 09:45 AM	Green Bay Road	As I mentioned in last comment. Sidewalks needed on both sides of Green Bay Rd. entering the Village of Thiensville, for pedestrians and little bikers who live North of Heidel Rd. but South of Highland Rd.
650	Aug 26, 2024, 08:15 AM	Green Bay Road	Bikers take up entire road. It is curvy and difficult to see and they NEVER are single file on the right.
649	Aug 25, 2024, 10:41 PM	Green Bay Road	Some areas with heavy traffic and heavy tree and vegetation growth making travel by bike of walking very difficult and dangerous as well.
643	Aug 25, 2024, 02:12 PM	Green Bay Road	Widen between Highland and Pioneer
641	Aug 25, 2024, 12:14 PM	Green Bay Road	Add bicycle lanes north of Highland!! It's very unsafe biking now.
622	Aug 23, 2024, 05:06 PM	Green Bay Road	width increase needed north of Crossroads Church up to Cedarburg town limit
616	Aug 23, 2024, 08:46 AM	Green Bay Road	bike lane

615	Aug 23, 2024, 06:32 AM	Green Bay Road	Needs bike lanes
608	Aug 22, 2024, 06:53 PM	Green Bay Road	Side walks
606	Aug 22, 2024, 06:17 PM	Green Bay Road	this is a street I cross often, bicycle riders do not always stop for lights or pedestrians
604	Aug 22, 2024, 06:09 PM	Green Bay Road	Bike lane would be nice
601	Aug 22, 2024, 01:36 PM	Green Bay Road	confusing
598	Aug 22, 2024, 12:57 PM	Green Bay Road	Do not allow bicyclists on this road. They do not obey traffic laws around this road (ie STOP signs, single line) often causing near-accidents.
597	Aug 22, 2024, 12:07 PM	Green Bay Road	Increased sidewalk or bike path
594	Aug 22, 2024, 10:43 AM	Green Bay Road	Bicycle lanes, especially between Highland and Hwy C
589	Aug 22, 2024, 09:17 AM	Green Bay Road	Wider road to incorporate bike lane or paved shoulders
586	Aug 22, 2024, 08:01 AM	Green Bay Road	Bike lane
579	Aug 22, 2024, 12:54 AM	Green Bay Road	Would be wonderful if mequon lived up to their commitment a number of years back to extend the paved bike lane on green bay... or simply not allow the mass ammont of bikers to ride under the speed limit 4 wide.
573	Aug 21, 2024, 10:24 PM	Green Bay Road	Cars parked on the street force you to go into traffic lanes. Very unsafe.
571	Aug 21, 2024, 10:03 PM	Green Bay Road	Busy road to cross to get to bike path from Thiensville neighborhood
563	Aug 21, 2024, 09:11 PM	Green Bay Road	Needs a wider shoulder
562	Aug 21, 2024, 09:03 PM	Green Bay Road	Paved shoulder
545	Aug 21, 2024, 06:22 PM	Green Bay Road	We NEED traffic calming. Speed lim 25 mph- routinely exceeded by a LOT. Have nearly gotten hit/had to pause bc cars disregard crossing GB in a crosswalk with ped lights flashing. My kids&husband were nearly hit in crosswalk w lights @Elm pushing stroller
542	Aug 21, 2024, 05:56 PM	Green Bay Road	Off road path, always really tight when pedestrian or bikers are on the road
541	Aug 21, 2024, 05:54 PM	Green Bay Road	This is a popular road that has shops, and it would be nice to have space for bikes, so they don't back up traffc.
533	Aug 21, 2024, 04:04 PM	Green Bay Road	Traffic at Green Bay and Mequon is always very high, but that is also a big chunk of businesses that would be easily accessed by the IU trail, just need to get from trail to the businesses, this could be an easy fix.
531	Aug 21, 2024, 03:56 PM	Green Bay Road	Zero shoulder, many turns means low visibility. Terrifying to see bikers try song bike this road
525	Aug 21, 2024, 03:43 PM	Green Bay Road	Road is narrow and does not allow for adequate room for passing automobiles.
523	Aug 21, 2024, 03:35 PM	Green Bay Road	Intersection of Green Bay and Freistadt, not all bicycles seem to like to stop there.

519	Aug 21, 2024, 03:27 PM	Green Bay Road	Need a timer to be able to stop for pedestrian without slamming on brakes
511	Aug 21, 2024, 12:10 PM	Green Bay Road	North of Thiensville no place to ride on road safely
492	Aug 19, 2024, 07:53 AM	Green Bay Road	Wide bike lanes
470	Aug 16, 2024, 02:33 PM	Green Bay Road	Need bike lane in Mequon (Highland to Pioneer)
287	Aug 07, 2024, 11:05 PM	Green Bay Road	Busy road wouldn't feel safe biking
272	Aug 05, 2024, 10:50 AM	Green Bay Road	No paved shoulder, lots of bicyclists right this road and as a driver in a vehicle, it is dangerous due to curves and hills while passing a cyclist.
262	Aug 03, 2024, 07:32 PM	Green Bay Road	Wider shoulders. Actual bike lane north of highland.
259	Aug 03, 2024, 01:53 PM	Green Bay Road	Improve shoulder area from Highland north
258	Aug 03, 2024, 01:28 PM	Green Bay Road	Should have paved shoulder or bike lane from Thiensville up to Pioneer
254	Aug 03, 2024, 10:56 AM	Green Bay Road	Would like better/wider bike lanes
249	Aug 03, 2024, 09:59 AM	Green Bay Road	wider shoulders Thiensville north to Highland Road
248	Aug 03, 2024, 09:42 AM	Green Bay Road	Way too narrow for the amount of traffic. Would prefer this road to be a NON-Bike road
241	Aug 03, 2024, 07:44 AM	Green Bay Road	bicycle lanes
233	Aug 02, 2024, 09:52 PM	Green Bay Road	Painted bike lanes
219	Aug 02, 2024, 06:55 PM	Green Bay Road	Next step should be pedestrian path all the way to Highland
216	Aug 02, 2024, 06:02 PM	Green Bay Road	Dedicated Bicycle lanes properly marked and maintained.
209	Aug 02, 2024, 05:17 PM	Green Bay Road	bike lane
208	Aug 02, 2024, 05:16 PM	Green Bay Road	Need sidewalks

34. Highland Road

Short Text | Skipped: 307 | Answered: 80 (20.7%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
812	Sep 12, 2024, 02:52 PM	Highland Road	The shoulders were widened once, and that was fine when there wasn't so much traffic. Make them wider again.
811	Sep 12, 2024, 02:45 PM	Highland Road	Bike Lane
810	Sep 10, 2024, 05:56 PM	Highland Road	Significant traffic between grade school and MATC
807	Sep 10, 2024, 06:44 AM	Highland Road	Mequon should have safe bike/walk paths to all schools. Kids should be able to safely get to school by foot or by bike.
800	Sep 09, 2024, 10:54 AM	Highland Road	Paved shoulders
786	Sep 08, 2024, 10:15 AM	Highland Road	separate bike lane would be helpful
779	Sep 08, 2024, 09:21 AM	Highland Road	Would like better bike-ability to rotary park
764	Sep 08, 2024, 07:46 AM	Highland Road	East West connection from Port to Green Bay with z x
759	Sep 07, 2024, 10:02 PM	Highland Road	Off road trail
755	Sep 07, 2024, 02:36 PM	Highland Road	Wider shoulder
754	Sep 07, 2024, 01:54 PM	Highland Road	Bicycle lane markings.
751	Sep 07, 2024, 11:35 AM	Highland Road	New planned bike trail to Rotary Park will be a big plus.
750	Sep 07, 2024, 10:57 AM	Highland Road	narrow road, hills & valleys to see bikers, limited shoulders and stones on pavement where bikers ride and speed of vehicles/size of vehicles. Need sidewalk to bike to Interurban trail.
743	Sep 07, 2024, 07:31 AM	Highland Road	off-street bike trails between Port Washington Rd and Interurban Trail
735	Sep 06, 2024, 09:02 PM	Highland Road	Best East/West bike lanes, but with drivers moving at 55 mph, dividers would be much safer.
729	Sep 06, 2024, 07:05 PM	Highland Road	The road is narrow and crowded from I43 to the interurban trail. Cars do not move over and residents leave trash bins on the shoulder. It is very dangerous and has been for years. Especially with new sub division going in. Needs bike lanes
722	Sep 06, 2024, 05:50 PM	Highland Road	This is a major route over the river and over to the Interurban for me. There is a narrow paved shoulder here, but with cars going 45+, it does not feel very safe. Some division of the bike lane is badly needed here
718	Sep 06, 2024, 05:32 PM	Highland Road	wider road, bike lane in spots
709	Sep 03, 2024, 10:25 PM	Highland Road	Specifically, protection getting to, and going over the bridge at the Milwaukee River. Also an off-road path from River Road to Rotary Park.
702	Aug 31, 2024, 05:34 PM	Highland Road	Connect the Interurban Trail to both Rotary Park and Concordia University
698	Aug 31, 2024, 09:04 AM	Highland Road	Bike lane to connect to Rotary park

691	Aug 30, 2024, 09:14 AM	Highland Road	Would be nice to be able to go from Thiensville to Concordia University by bike to take advantage of Concordia steps.
689	Aug 30, 2024, 08:23 AM	Highland Road	Safer off road or protected lane from Oz Interurban Trail to Rotary Park to Cardinal Stritch University
687	Aug 30, 2024, 06:18 AM	Highland Road	Wider shoulder or protected bike lane
681	Aug 29, 2024, 06:50 PM	Highland Road	Designated bike lanes.
678	Aug 29, 2024, 04:50 PM	Highland Road	Speed of drivers
671	Aug 28, 2024, 01:02 PM	Highland Road	Flashing signs for bike trail crossing
667	Aug 27, 2024, 08:46 PM	Highland Road	Bike lane or trail on West Highland Rd.
649	Aug 25, 2024, 10:41 PM	Highland Road	This would be a nice road to bicycle on. Not as much traffic and pleasant country road.
644	Aug 25, 2024, 05:47 PM	Highland Road	Narrow shoulder and fast drivers
638	Aug 25, 2024, 09:31 AM	Highland Road	Better bike lanes. More space from cars.
636	Aug 25, 2024, 08:18 AM	Highland Road	Sidewalk or separate bike lane. Connected to ozaukee trail.
624	Aug 24, 2024, 06:35 AM	Highland Road	Wider shoulder
622	Aug 23, 2024, 05:06 PM	Highland Road	a separated path to connect east and west Mequon would be nice but expensive, otherwise a wider lane on the road shoulder
616	Aug 23, 2024, 08:46 AM	Highland Road	bike lane
604	Aug 22, 2024, 06:09 PM	Highland Road	Nice to connect interurban trail
601	Aug 22, 2024, 01:36 PM	Highland Road	the free way area is awful
599	Aug 22, 2024, 01:18 PM	Highland Road	Crossing Port Washington . A push button like new crossing at Brown Deer and Interurban
594	Aug 22, 2024, 10:43 AM	Highland Road	Bicycle lanes between Cedarburg Rd and Port Washington
591	Aug 22, 2024, 10:20 AM	Highland Road	Same as above except we would like to use Highland and can't because it is unsafe. Wauwatosa Rd. as well.
590	Aug 22, 2024, 09:37 AM	Highland Road	Access from the inter urban to lake shore drive includes the lake, school, golf course, parks and the trail
588	Aug 22, 2024, 09:15 AM	Highland Road	Safe crossing(s) needed to get to Rotary park from anywhere in town
573	Aug 21, 2024, 10:24 PM	Highland Road	Bike lanes
571	Aug 21, 2024, 10:03 PM	Highland Road	Busy road to get to bike path
569	Aug 21, 2024, 09:48 PM	Highland Road	Need an off road path from Inteurban Trail to Rotary Park
545	Aug 21, 2024, 06:22 PM	Highland Road	Bike lanes would be great!
538	Aug 21, 2024, 04:59 PM	Highland Road	There should be off road access to Oriole Lane Elementary. Traffic and lack of bike lanes and sidewalks makes it dangerous for kids to get to school other than by car.
534	Aug 21, 2024, 04:06 PM	Highland Road	Needs a bike lane and reduced speeds for cars

533	Aug 21, 2024, 04:04 PM	Highland Road	Lower traffic, but a good option to move east-west across town. Connect Concordia and MATC to Thiensville and Port Washington commercial areas.
532	Aug 21, 2024, 04:00 PM	Highland Road	Helpful for people using Rotary Park or riding to Interurban Trail
531	Aug 21, 2024, 03:56 PM	Highland Road	Some shoulder, but a separate parallel bike path would be ideal
522	Aug 21, 2024, 03:34 PM	Highland Road	Dedicated bike lanes
513	Aug 21, 2024, 12:19 PM	Highland Road	Shouldered bike lane bike trail to Port Washington Rd
511	Aug 21, 2024, 12:10 PM	Highland Road	Needs wider bike lanes
500	Aug 20, 2024, 02:30 PM	Highland Road	This is how I get to Lake Michigan area. It can be dicey around MATC. Better shoulders would help a lot.
497	Aug 20, 2024, 08:10 AM	Highland Road	Used to ride there all the time, but the traffic is heavier now.
492	Aug 19, 2024, 07:53 AM	Highland Road	Wide bike lanes
470	Aug 16, 2024, 02:33 PM	Highland Road	Seperate bike path
382	Aug 11, 2024, 07:20 AM	Highland Road	not a bicycle Friendly Street
360	Aug 10, 2024, 09:33 AM	Highland Road	The small shoulder on Highland (i.e. part paved, part gravel) makes safely passing bicyclists and pedestrians more difficult when there is oncoming traffic. But I do NOT want to see a dedicated bike/pedestrian trail along the road to address this issue..
284	Aug 07, 2024, 01:18 PM	Highland Road	Add dedicated bike lanes/path
279	Aug 06, 2024, 09:36 AM	Highland Road	Narrow shoulders and no sidewalks or bike lanes
277	Aug 06, 2024, 08:43 AM	Highland Road	Again, providing safe access to the existing interurban trail is important
272	Aug 05, 2024, 10:50 AM	Highland Road	Lots of traffic to Rotary park, MATC, and between Green Bay/Cedarburg roads to and from Port Washington Rd
265	Aug 04, 2024, 08:00 AM	Highland Road	When I come across someone on a bike, it's scary
264	Aug 04, 2024, 08:00 AM	Highland Road	pave the shoulder
263	Aug 03, 2024, 11:02 PM	Highland Road	Would love a separated trail crossing over Milwaukee River. Would also like sidewalks on the south side of Highland Road so kids could bike to Oriole Lane ES
262	Aug 03, 2024, 07:32 PM	Highland Road	Off street path. Slower car speed limits.
260	Aug 03, 2024, 04:36 PM	Highland Road	Complete proposed link from Interurban trail to Rotary park.
258	Aug 03, 2024, 01:28 PM	Highland Road	Should have bike lane or separate bike trail from Ozaukee Inturban to Lakeshore Dr
255	Aug 03, 2024, 12:01 PM	Highland Road	Widen bike lanes
254	Aug 03, 2024, 10:56 AM	Highland Road	Would like better/wider bike lanes
253	Aug 03, 2024, 10:51 AM	Highland Road	Connection to parks from OIT Dedicated east west bike route

249	Aug 03, 2024, 09:59 AM	Highland Road	C-burg Road east to Port
241	Aug 03, 2024, 07:44 AM	Highland Road	bicycle lanes and reconsider the signage for the bridge over I-43 - it is confusing and some of the sight lines are poor
233	Aug 02, 2024, 09:52 PM	Highland Road	Wider shoulders west of Green Bay Road
228	Aug 02, 2024, 08:44 PM	Highland Road	Constant traffic, not wide enough for bikes with large SUV..and some bikers are irresponsible.
220	Aug 02, 2024, 07:01 PM	Highland Road	This road needs wide bike lanes on both sides, lower speed, better speed enforcement and a major improvement at the I43 area which is a total confusing mess.
217	Aug 02, 2024, 06:43 PM	Highland Road	Elevation changes pose safety risks for pedestrians and bicyclists. Highland/Green Bay and Highland/Cedarburg intersections are inefficient and unsafe for pedestrians and bicyclists.
216	Aug 02, 2024, 06:02 PM	Highland Road	Dedicated Bicycle lanes properly marked and maintained.
215	Aug 02, 2024, 05:42 PM	Highland Road	Very dangerous. Main connection to Lake Shore drive for riders going east and west. The interchange has made this area more dangerous. High priority!
209	Aug 02, 2024, 05:17 PM	Highland Road	Would love to connect the trail from Interurban all the way to Oriole Lane Elementary, or at least have bike lanes

35. Lake Shore Drive

Short Text | Skipped: 351 | Answered: 36 (9.3%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
779	Sep 08, 2024, 09:21 AM	Lake Shore Drive	Would like a dedicated lane for biking like Oakes trail
773	Sep 08, 2024, 08:53 AM	Lake Shore Drive	Need better access to Virmond and Doctors Parks
759	Sep 07, 2024, 10:02 PM	Lake Shore Drive	4 ft. shoulder
755	Sep 07, 2024, 02:36 PM	Lake Shore Drive	Bike lane and better pavement
754	Sep 07, 2024, 01:54 PM	Lake Shore Drive	Bicycle lane markings.
742	Sep 07, 2024, 07:26 AM	Lake Shore Drive	waaaaayyyyyyy too narrow for bikes and walks
735	Sep 06, 2024, 09:02 PM	Lake Shore Drive	8 inch bike lanes are ridiculous.
729	Sep 06, 2024, 07:05 PM	Lake Shore Drive	This is a very common bike route and cars are going 60mph there is no reason bike lanes can't be added for safety especially in the more rural areas.
722	Sep 06, 2024, 05:50 PM	Lake Shore Drive	Some separation of the bike lane would be a nice to have here, but less of a priority since it is not a heavily traveled road.
711	Sep 04, 2024, 07:40 PM	Lake Shore Drive	Bike and pedestrian safety either via wider lanes/shoulders or protected path
648	Aug 25, 2024, 08:13 PM	Lake Shore Drive	No bike lane, no space to ride safely on shoulder
637	Aug 25, 2024, 08:34 AM	Lake Shore Drive	Heavy use of bike groups and walking. Needs a pedestrian lane.
624	Aug 24, 2024, 06:35 AM	Lake Shore Drive	Signage
604	Aug 22, 2024, 06:09 PM	Lake Shore Drive	Could be a great bike route
601	Aug 22, 2024, 01:36 PM	Lake Shore Drive	narrow
588	Aug 22, 2024, 09:15 AM	Lake Shore Drive	Not safe for children bikers to Virmondpark. Bike path put in / continued from W Highland Road. Connect the rectangle around Theinsville with off road path - Highland to bike path, path south to W Mequon Rd, W Mequon Rd to N Port Rd to connect at HL.
580	Aug 22, 2024, 02:41 AM	Lake Shore Drive	Too narrow for cars, ped and cyclists
572	Aug 21, 2024, 10:11 PM	Lake Shore Drive	Vehicle Speed, bike lanes
474	Aug 16, 2024, 05:48 PM	Lake Shore Drive	On lake shore drive it would be nice to have the quality of the bike line and road improved.
471	Aug 16, 2024, 02:35 PM	Lake Shore Drive	Bike lane
289	Aug 08, 2024, 01:14 PM	Lake Shore Drive	Lots of bikers and pedestrians, impedes traffic
273	Aug 05, 2024, 11:25 AM	Lake Shore Drive	4 foot paved shoulder
269	Aug 05, 2024, 08:54 AM	Lake Shore Drive	Needs Bike Lane
266	Aug 04, 2024, 09:28 AM	Lake Shore Drive	Focus on S. ake Shore drive between Zedler & Mequon Rd: This needs to be widened to accompany a bike/pedestrian lane or a seperate bike/pedestrian lane.
264	Aug 04, 2024, 08:00 AM	Lake Shore Drive	pave the shoulder
262	Aug 03, 2024, 07:32 PM	Lake Shore Drive	Wider shoulder, signage for drivers to share the road

255	Aug 03, 2024, 12:01 PM	Lake Shore Drive	This is the worst road to bike on in the city. It needs to be repaved completely.
244	Aug 03, 2024, 08:27 AM	Lake Shore Drive	Again, pertains to all three - crazy how many people don't know what side of the road to walk on. Need some public service education!
241	Aug 03, 2024, 07:44 AM	Lake Shore Drive	bicycle lanes
224	Aug 02, 2024, 07:45 PM	Lake Shore Drive	Add a bike lane
221	Aug 02, 2024, 07:04 PM	Lake Shore Drive	Cars drive too fast and is dangerous for walkers
220	Aug 02, 2024, 07:01 PM	Lake Shore Drive	There should be wide bike lanes that accommodate bikes and walkers on both sides from pioneer Rd to Zedler Ln. This is heavily traveled and extremely unsafe. Also, the hill on Lake Shore just south of Virmond Park due a dangerous blind spot, and speed en.
217	Aug 02, 2024, 06:43 PM	Lake Shore Drive	Excessive car speeding and cars not providing sufficient passing space. North of Bonniwell, cars regularly drive >50 mph- Great location for speed humps to limit speed accumulation.
216	Aug 02, 2024, 06:02 PM	Lake Shore Drive	Dedicated Bicycle lanes properly marked and maintained.
215	Aug 02, 2024, 05:42 PM	Lake Shore Drive	No shoulder or bike lane on this popular route
208	Aug 02, 2024, 05:16 PM	Lake Shore Drive	Need sidewalks

36. Mequon Road

Short Text | Skipped: 250 | Answered: 137 (35.4%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
813	Sep 15, 2024, 06:13 PM	Mequon Road	Safe bikeways connecting into City of Mequon facilities and downtown Thiensville are needed.
812	Sep 12, 2024, 02:52 PM	Mequon Road	It would take money, but make it wider so that there are shoulders or parking lanes.
811	Sep 12, 2024, 02:45 PM	Mequon Road	Bike Lane
810	Sep 10, 2024, 05:56 PM	Mequon Road	Just crazy with large trucks and vehicles going fast and not paying attention to bikers who are trying to dodge road problems on the right sides. Also difficult to turn onto N Parkview from south side of Mequon Rd.
805	Sep 09, 2024, 07:59 PM	Mequon Road	Needs designated bike lanes
800	Sep 09, 2024, 10:54 AM	Mequon Road	Bike lane Cars drive At Highspeeds ...!! No room to ride unless on the sidewalkRide
799	Sep 09, 2024, 10:35 AM	Mequon Road	Bike lanes from Wauwatosa Rd. to Lake Michigan (Virmond Park)
797	Sep 09, 2024, 09:40 AM	Mequon Road	Mequon Road east of 43 has a very narrow shoulder with heavy, fast traffic. It is unsafe for pedestrians and cyclists. Many would use this corridor more if wider shoulder/sidewalks were installed and traffic calmed.
796	Sep 09, 2024, 09:38 AM	Mequon Road	The attempts at pedestrian/biking crossings are not sufficient. We will stop (auto) in one lane to let a rider/walker cross, only to have another car zip around in the other lane. Crossing infrastructure is not sufficient.
792	Sep 08, 2024, 08:22 PM	Mequon Road	Designated bike lane
786	Sep 08, 2024, 10:15 AM	Mequon Road	bump outs and bike lanes - traffic goes WAY too fast - the sidewalk is not paved well enough to ride on. I cross mequon Rd regularly walking my dogs. An alternative is marked bike trail - off road- which is easily doable on the side streets
784	Sep 08, 2024, 09:48 AM	Mequon Road	Even though you added a different intersection and green paint crossing on Mequon Road, it still would be better if we had a bridge for bikers like on Capitol Dr. in Shorewood. It's still very unpredictable if drivers on Mequon Road will stop.
781	Sep 08, 2024, 09:27 AM	Mequon Road	Connecting far west neighborhoods safely to Mequon Rd
780	Sep 08, 2024, 09:24 AM	Mequon Road	Connect existing walking paths to Mequon road, plow in winter
773	Sep 08, 2024, 08:53 AM	Mequon Road	Extend access to lakeshore
772	Sep 08, 2024, 08:51 AM	Mequon Road	Road repairs, bike lanes, more connectivity from neighborhoods to local businesses

769	Sep 08, 2024, 08:38 AM	Mequon Road	Need sidewalks from 181 to Sean - for bikes and walkers/runners
767	Sep 08, 2024, 08:17 AM	Mequon Road	Over road or tunnel pedestrian crossings at busy crossings
766	Sep 08, 2024, 07:53 AM	Mequon Road	Cars speed. Do not pay attention to speed limit.
765	Sep 08, 2024, 07:48 AM	Mequon Road	Do not build corridors and connections with unsafe and not related to Mequon Thiensville neighbourhoods and areas
762	Sep 08, 2024, 05:55 AM	Mequon Road	Ozaukee trail is so dangerous. Lower speed limit east of trail and at least to Tosa road. Some much bike/foot traffic because of all the new developments
759	Sep 07, 2024, 10:02 PM	Mequon Road	Off road trail
755	Sep 07, 2024, 02:36 PM	Mequon Road	Dedicated bike lane and better flow at the Green Bay intersection
754	Sep 07, 2024, 01:54 PM	Mequon Road	Bicycle lane markings.
746	Sep 07, 2024, 08:48 AM	Mequon Road	its a very dangerous road to cross, often bikers dart out to beat the traffic rather than waiting
744	Sep 07, 2024, 08:42 AM	Mequon Road	Sidewalk or off road bike trail
743	Sep 07, 2024, 07:31 AM	Mequon Road	off-street bike trails east of I43
742	Sep 07, 2024, 07:26 AM	Mequon Road	too narrow for bikes and walks
741	Sep 07, 2024, 07:21 AM	Mequon Road	Bike lane
740	Sep 07, 2024, 06:11 AM	Mequon Road	Add Sidewalk or bike path between Granville and Kenningston Rd
736	Sep 06, 2024, 09:29 PM	Mequon Road	The sidewalk and street crossing the river on the bridge between Parkview drive and Cedarburg road is extremely dangerous. The intersection at mequon and Cedarburg road is also very dangerous.
735	Sep 06, 2024, 09:02 PM	Mequon Road	No clear bike lanes
734	Sep 06, 2024, 08:43 PM	Mequon Road	Shoulder not wide enough for bikes. High speed and very busy traffic
733	Sep 06, 2024, 08:42 PM	Mequon Road	Designated bike lane
732	Sep 06, 2024, 08:22 PM	Mequon Road	Not wide enough for bicycles. Have to go on sidewalk.
730	Sep 06, 2024, 07:22 PM	Mequon Road	Flashing lights and education. Some bikers just cross when cars are coming. Some cars stop in one lane and not the other. Education on expectations at crossings.
728	Sep 06, 2024, 06:59 PM	Mequon Road	Much of Mequon Rd is highly trafficked with semi trucks and dump trucks, these vehicles are often times very loud and take up a considerable portion of the road. There's also quite a bit of speeding and is hard to anticipate inattentive drivers.
726	Sep 06, 2024, 06:37 PM	Mequon Road	Need more space on East mequon rd
722	Sep 06, 2024, 05:50 PM	Mequon Road	Another main route over the river to the Interurban. I live just west of Port Washington Road and don't feel safe taking Mequon on a bike

720	Sep 06, 2024, 05:37 PM	Mequon Road	A sidewalk or path from Wauwatosa to Swan Road is needed.
718	Sep 06, 2024, 05:32 PM	Mequon Road	slower speed in town center and public market area. 40 is way too fast with all of the foot traffic. intersection at wauwatosa is a pedestrian or cyclist death waiting to happen. right turn lanes are awful for non car traffic
716	Sep 06, 2024, 05:31 PM	Mequon Road	Better traffic signage and traffic lights
713	Sep 06, 2024, 04:56 PM	Mequon Road	Bicyclists are currently on the road (disobeying traffic signals) and the sidewalks (disobeying crosswalk signals). Road improvements with bike lane would have bikes on the road obeying rules of the road.
712	Sep 05, 2024, 07:46 PM	Mequon Road	Safer crossings - maybe a flashing and lit sign for crossing?
711	Sep 04, 2024, 07:40 PM	Mequon Road	Ability to safely connect Port Washington Road to Lake Shore drive
703	Aug 31, 2024, 08:43 PM	Mequon Road	The busiest east-west road. Walking is fine on the sidewalks, although at night a flashlight is necessary due to a lack of lighting. separated bicycle lanes would also be safer for cyclists and cars.
698	Aug 31, 2024, 09:04 AM	Mequon Road	Bike lane
697	Aug 31, 2024, 08:11 AM	Mequon Road	Need sidewalks
690	Aug 30, 2024, 08:42 AM	Mequon Road	The Milwaukee River bridge is not safe for bikes or families due to narrow sidewalk and road and speed of vehicles. This connects many eastern neighborhoods to the Interurban trail, and new Foxtown and Spur 16 developments.
688	Aug 30, 2024, 07:51 AM	Mequon Road	Intersection with Green Bay Rd makes pedestrian crossing difficult. Perhaps a controlled crossing closer to the bike path would substitute?
679	Aug 29, 2024, 05:04 PM	Mequon Road	Unsafe for cyclists yet the main way to cross the river or go east/west. Bike lane seems too expensive. Can we authorize bike use on the sidewalk?
659	Aug 26, 2024, 08:11 PM	Mequon Road	Unsafe crossing for kids walking to school, unsafe for bikes and pedestrians to cross at bike path, too fast of cars, consider a footbridge
649	Aug 25, 2024, 10:41 PM	Mequon Road	Very very busy corridor with schools, churches, synagogues and businesses. Crossroads need improvement especially for safety and bike lanes.
644	Aug 25, 2024, 05:47 PM	Mequon Road	Narrow shoulder and fast drivers
643	Aug 25, 2024, 02:12 PM	Mequon Road	Can hardly drive it in a car any more. Needs rebuild with bike lanes.

639	Aug 25, 2024, 10:48 AM	Mequon Road	Route the interurban to cross at a traffic light
637	Aug 25, 2024, 08:34 AM	Mequon Road	Bike riders on street and should have bike lane. Flashing crosswalk by Mequon market for pedestrians to cross.
636	Aug 25, 2024, 08:18 AM	Mequon Road	Flashing lights at ozaukee crossing
634	Aug 25, 2024, 02:14 AM	Mequon Road	Crossing by railroad track by piggly wiggly NEEDS flashing lights for awareness
630	Aug 24, 2024, 05:22 PM	Mequon Road	Kids trying to walk or bike to Wilson/Steffen who live on the north side of Mequon road- have to take their lives in their hands for speeders and red light runners barreling down Mequon road.
628	Aug 24, 2024, 02:02 PM	Mequon Road	I know you painted the crosswalk green but honestly I feel it is too much to look at when driving through there. Between that, the signs, and scanning both sides of the road for pedestrians on the trail, it seems like a lot to assess while driving.
625	Aug 24, 2024, 06:54 AM	Mequon Road	Need a stop light crossing by public market for walkers/bikers.
616	Aug 23, 2024, 08:46 AM	Mequon Road	better safety at crossings
599	Aug 22, 2024, 01:18 PM	Mequon Road	A push button at crossing at intersection with Interurban
589	Aug 22, 2024, 09:17 AM	Mequon Road	Reduce speed from 40 to 35 from High School to Wauwatosa road. Make Western ave light functional. Continue regular follow ups with railroad to get done. Put bike lane in from Buntrock to Wauwatosa road.
588	Aug 22, 2024, 09:15 AM	Mequon Road	No safe area for children / pedestrians to bike. Walking next to 45 speed limit on hills does not feel safe and relaxing. Bike bath put in for walking and biking.
586	Aug 22, 2024, 08:01 AM	Mequon Road	Slow it down/bike lane
581	Aug 22, 2024, 05:36 AM	Mequon Road	Despite improvements at Mequon Rd, it still is dangerous. Very visually cluttered, speed limit too high, too many competing signs, business entrances.
580	Aug 22, 2024, 02:41 AM	Mequon Road	Side walk could be widened to allow for bicycle lane off road. Improved safety crossings needec
576	Aug 21, 2024, 10:37 PM	Mequon Road	To many things to look at for the new hike crossing at the interurban trail!!!!!!
572	Aug 21, 2024, 10:11 PM	Mequon Road	Vehicle Speed, bike lanes (especially east of HWY 43)
569	Aug 21, 2024, 09:48 PM	Mequon Road	Implement a protected bike lane from Wauwatosa Road to Interurban Trail. This would help with traffic calming and there is plenty of ROW to place it.
568	Aug 21, 2024, 09:48 PM	Mequon Road	Cedarburg/Mequon rd intersection

563	Aug 21, 2024, 09:11 PM	Mequon Road	Designated bike lane. Or a separate bike lane
562	Aug 21, 2024, 09:03 PM	Mequon Road	Consistent curb lane for bikes
559	Aug 21, 2024, 08:54 PM	Mequon Road	Flashing crossing lights like theinsville.
556	Aug 21, 2024, 08:40 PM	Mequon Road	Sidewalks west of Wauwatosa rd to connect neighborhoods to existing sidewalk
552	Aug 21, 2024, 07:57 PM	Mequon Road	The crossing at interurban is very dangerous and needs to be improved. Fast cars and they don't stop and it's hard to see bikers or walkers.
550	Aug 21, 2024, 07:27 PM	Mequon Road	High speed and volume of cars
542	Aug 21, 2024, 05:56 PM	Mequon Road	More off road paths. Way too busy of a road for a bike lane on the road
541	Aug 21, 2024, 05:54 PM	Mequon Road	This road is so fast and busy that I would never try and bike in the street. Which is to bad because this street can get you to a lot of places that are essential to go to.
533	Aug 21, 2024, 04:04 PM	Mequon Road	high speed, dangerous mix with cars and bikes. Have dedicated off-road bike lane, or another trail system that runs near Mequon Road that could connect with IU Trail
531	Aug 21, 2024, 03:56 PM	Mequon Road	The new crossing on the inter urban has helped, but drivers are still *****s. Perhaps speed bumps?
519	Aug 21, 2024, 03:27 PM	Mequon Road	Should be a bridge over Mequon rd, too busy with traffic and train tracks to also account for bikes and pedestrians
517	Aug 21, 2024, 03:01 PM	Mequon Road	The interurban Trail crossing at Mequon Road needs some sort of press-button, flashing lights. Vehicles do not pay attention and/or stop when there are pedestrians or bicyclists waiting to cross.
516	Aug 21, 2024, 01:47 PM	Mequon Road	Intersections where is it hard to see
513	Aug 21, 2024, 12:19 PM	Mequon Road	Get that light operational at corner of Weston Drive and Mequon Roads
512	Aug 21, 2024, 12:11 PM	Mequon Road	Work on the pot holes
505	Aug 21, 2024, 08:34 AM	Mequon Road	Flashing lights are needed soon before someone gets killed trying to cross Mequon Rd. When one lane stops for people crossing the road and the car behind and in the other lane cannot see why the car stopped, they proceed at their normal speed. Dangerous
501	Aug 20, 2024, 10:33 PM	Mequon Road	We live in Stonefields and to get to the bike trail, we have to cross the Milwaukee River on the sidewalk. There should be a much better way to cross this and a protected bike lane on Mequon road would be appreciated by many!

500	Aug 20, 2024, 02:30 PM	Mequon Road	I ride on the sidewalks, which are great. I'm thankful they are there cause that road gets crowded often.
498	Aug 20, 2024, 12:54 PM	Mequon Road	5 lanes to cross. Never good. One lane might wait while others will speed around in another lane wondering why a car suddenly stopped.
497	Aug 20, 2024, 08:10 AM	Mequon Road	Used to ride there. The lack of shoulder space is a problem with today's traffic volume.
492	Aug 19, 2024, 07:53 AM	Mequon Road	Wide bike lanes
480	Aug 17, 2024, 01:21 PM	Mequon Road	Cars need to stop when they see pedestrians and it is dangerous for the people walking, biking, etc. Add in the flashing lights for when pedestrians are crossing. paint the ground red/yellow instead of green.
474	Aug 16, 2024, 05:48 PM	Mequon Road	On Mequon road the sidewalks are bumpy and not safe for cars pulling out of pavilions as they do not see bikers and many people have gotten hit by cars near sendiks.
473	Aug 16, 2024, 05:42 PM	Mequon Road	drivers pulling out of parking lots don't look at bikers or people on sidewalk
471	Aug 16, 2024, 02:35 PM	Mequon Road	Signage
470	Aug 16, 2024, 02:33 PM	Mequon Road	Seperate bike path
288	Aug 08, 2024, 01:13 PM	Mequon Road	Bike lanes
287	Aug 07, 2024, 11:05 PM	Mequon Road	We currently ride bikes on sidewalk because it's a fast busy road
286	Aug 07, 2024, 08:27 PM	Mequon Road	Construct a 10 foot shared use trail on one side of Mequon Road from Port Washington Road to Wauwatosa Road
284	Aug 07, 2024, 01:18 PM	Mequon Road	Widen one or both sidewalks to accommodate both pedestrians and bikes. Further improve Interurban Trail crossing.
281	Aug 07, 2024, 09:14 AM	Mequon Road	one of the worst in the area - the existing bike lanes are small and littered with debris and the traffic is high speed. Forces use of sidewalk for cycling.
277	Aug 06, 2024, 08:43 AM	Mequon Road	The sidewalks here are approved for both bike and pedestrian use, I believe, but they are too narrow for safe use by both at the same time
273	Aug 05, 2024, 11:25 AM	Mequon Road	Bridge over MKE river is dangerous. Expand sidewalk to 8 feet wide.
272	Aug 05, 2024, 10:50 AM	Mequon Road	Need something better than the narrow sidewalks between the east side and the west side of the city.
271	Aug 05, 2024, 10:18 AM	Mequon Road	Needs to feel safer for bikes
269	Aug 05, 2024, 08:54 AM	Mequon Road	Bike lane/improved sidewalks
268	Aug 04, 2024, 09:31 PM	Mequon Road	Bike lanes and improved sidewalks

267	Aug 04, 2024, 04:14 PM	Mequon Road	Cyclists should be ticketed for riding on sidewalks
266	Aug 04, 2024, 09:28 AM	Mequon Road	Focus is on East Mequon Rd(Port Washington Rd. to east end of Mequon Rd)This needs to be widened to accompany a bike/pedestrian lane or a seperate bike/pedestrian lane.
265	Aug 04, 2024, 08:00 AM	Mequon Road	I would like to more safely access town center
262	Aug 03, 2024, 07:32 PM	Mequon Road	Protected bike lane, signage for drivers to share the road
261	Aug 03, 2024, 06:35 PM	Mequon Road	make the interurban crossing on mequon rd safer - flashing lights triggered by pushing button etc
259	Aug 03, 2024, 01:53 PM	Mequon Road	Bike lane from Parkview to Greenbay
257	Aug 03, 2024, 01:25 PM	Mequon Road	Bike lanes! Presently, it is not possible/very dangerous to bike off-sidewalk on Mequon Rd
255	Aug 03, 2024, 12:01 PM	Mequon Road	Continuous bike lanes
252	Aug 03, 2024, 10:29 AM	Mequon Road	Speaking from a driver's perspective - C'mon. When will the construction barriers be removed from the super dangerous pedestrian crossing on Mequon Rd near Industrial Dr? Way too many distractions for drivers around that path area. Remove that stuff!
250	Aug 03, 2024, 10:00 AM	Mequon Road	Mequon road crossing is dangerous now and will only get worse. Traffic does not stop for bikes
249	Aug 03, 2024, 09:59 AM	Mequon Road	Add a shoulder east of the river so riders can be on the road instead of the sidewalk or taking side streets (that sometimes don't have easy outlets back to Mequon Rd). Good to have shoulder CBurg - Buntrock. Continue it west!
247	Aug 03, 2024, 09:35 AM	Mequon Road	Hard road to cross, limited shade
246	Aug 03, 2024, 08:45 AM	Mequon Road	Side walks need improvement
243	Aug 03, 2024, 08:18 AM	Mequon Road	Road conditions are poor
242	Aug 03, 2024, 08:16 AM	Mequon Road	fix sidewalks
241	Aug 03, 2024, 07:44 AM	Mequon Road	bicycle lanes
235	Aug 03, 2024, 01:46 AM	Mequon Road	I ride on the sidewalk because there's no clear bike lane markings.
233	Aug 02, 2024, 09:52 PM	Mequon Road	Painted bike lanes
230	Aug 02, 2024, 09:09 PM	Mequon Road	Needs a bike lane
229	Aug 02, 2024, 08:49 PM	Mequon Road	impossible to cross walking and few intersections with lights;
228	Aug 02, 2024, 08:44 PM	Mequon Road	Getting across as a pedestrian - dangerous
226	Aug 02, 2024, 08:33 PM	Mequon Road	Accident(s) waiting to happen. Area is FAR to "busy" both traffic, but visually. Needs flashing lights the bicyclers activate to make extremely noticable.

221	Aug 02, 2024, 07:04 PM	Mequon Road	Difficult for east side residents to access port road businesses...walking is difficult and dangerous
220	Aug 02, 2024, 07:01 PM	Mequon Road	This road should have bike lanes and sidewalks from lake shore Dr all the way to 76th street. The major intersections should have better walk signals.
216	Aug 02, 2024, 06:02 PM	Mequon Road	Dedicated Bicycle lanes properly marked and maintained.
215	Aug 02, 2024, 05:42 PM	Mequon Road	Not sure what you can do here....A bike lane would be great
214	Aug 02, 2024, 05:42 PM	Mequon Road	Crossing Mequon Rd on the Ozaukee Interurban still isn't safe. People in cars just don't stop. Build a bridge over Mequon rd.
212	Aug 02, 2024, 05:36 PM	Mequon Road	Bike lanes would be helpful.
210	Aug 02, 2024, 05:18 PM	Mequon Road	Bike lane to get to trail
208	Aug 02, 2024, 05:16 PM	Mequon Road	Flashing lights at Mequon rd and oak leaf trail. Have almost been hit several times. People don't stop.

37. Ozaukee Interurban Trail

Short Text | Skipped: 324 | Answered: 63 (16.3%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
813	Sep 15, 2024, 06:13 PM	Ozaukee Interurban Trail	Connections to this main bike and pedestrian artery are important.
772	Sep 08, 2024, 08:51 AM	Ozaukee Interurban Trail	More connectivity to the trail from neighborhoods, major roads, business
764	Sep 08, 2024, 07:46 AM	Ozaukee Interurban Trail	More access locations
762	Sep 08, 2024, 05:55 AM	Ozaukee Interurban Trail	A bridge over Mequon rd is the safest alternative.
759	Sep 07, 2024, 10:02 PM	Ozaukee Interurban Trail	Improved street crossings
754	Sep 07, 2024, 01:54 PM	Ozaukee Interurban Trail	Repair/ maintenance
750	Sep 07, 2024, 10:57 AM	Ozaukee Interurban Trail	Need trails to bike or walk to actual trail. Great trail community loves. Maintaining trail pavement and signage crossing streets
748	Sep 07, 2024, 10:00 AM	Ozaukee Interurban Trail	Improved safety signage so that drivers are made more aware when the trail crosses the road. Where the interurban crosses Mequon Road - although there are signs drivers are not aware and do not slow down or stop. Consider adding warning lights.
732	Sep 06, 2024, 08:22 PM	Ozaukee Interurban Trail	Cannot believe this hasn't been solved even after construction. Accident waiting to happen.
721	Sep 06, 2024, 05:38 PM	Ozaukee Interurban Trail	The cross path at Mequon road, even though it was redone, is terrible. You still cannot see bikers/walkers waiting to cross.
720	Sep 06, 2024, 05:37 PM	Ozaukee Interurban Trail	Some maintenance is needed for the pavement from Mequon to County line.
718	Sep 06, 2024, 05:32 PM	Ozaukee Interurban Trail	wider trail through Thiensville
713	Sep 06, 2024, 04:56 PM	Ozaukee Interurban Trail	Light the path!
710	Sep 04, 2024, 12:16 PM	Ozaukee Interurban Trail	Slow down traffic/improve visibility at intersections
700	Aug 31, 2024, 11:21 AM	Ozaukee Interurban Trail	getting to and from entrances
698	Aug 31, 2024, 09:04 AM	Ozaukee Interurban Trail	Too fast of traffic for walkers. Bikes come up so fast often times I had not time to get out of the way. The average rider is not the issue its the speed riders and the ebikes
694	Aug 30, 2024, 01:37 PM	Ozaukee Interurban Trail	This trail is great as it is. Maintain it, keep up the pavement and wood bridges.
691	Aug 30, 2024, 09:14 AM	Ozaukee Interurban Trail	Would be good to put up safety crossing signs as each of the major roads so that motorists slow down.
678	Aug 29, 2024, 04:50 PM	Ozaukee Interurban Trail	Crossings are dangerous
671	Aug 28, 2024, 01:02 PM	Ozaukee Interurban Trail	Flashing bike crossings at busy roads
666	Aug 27, 2024, 04:50 PM	Ozaukee Interurban Trail	Most important to me is maintenance on the trail ---making it smoother, less cracks, holes and uneven surfaces. More mileage markers and signs identifying the roads we are crossing.
644	Aug 25, 2024, 05:47 PM	Ozaukee Interurban Trail	Excessive speed by e bikes and bikers not following biking rules
641	Aug 25, 2024, 12:14 PM	Ozaukee Interurban Trail	Too many potholes, cracks, and bumps at the bridges.

624	Aug 24, 2024, 06:35 AM	Ozaukee Interurban Trail	Bumps and potholes are forming in areas. Hard to bike with a trailer for kids and difficult to run with a stroller
616	Aug 23, 2024, 08:46 AM	Ozaukee Interurban Trail	maintain upkeep
604	Aug 22, 2024, 06:09 PM	Ozaukee Interurban Trail	Overall improvements, too bumpy and the bridges are awful and need work
598	Aug 22, 2024, 12:57 PM	Ozaukee Interurban Trail	Make accessible for all bicyclists.
590	Aug 22, 2024, 09:37 AM	Ozaukee Interurban Trail	Exits that allow better East/west connectivity to the major roadways to hopefully new East/west pathways
582	Aug 22, 2024, 06:21 AM	Ozaukee Interurban Trail	Safety regulations for e-bike and e-scooter
567	Aug 21, 2024, 09:44 PM	Ozaukee Interurban Trail	How to get from county line:donges bay to other side east/west to rangeline over river
564	Aug 21, 2024, 09:19 PM	Ozaukee Interurban Trail	As a walker, I am constantly worried about bikers hitting me. Also, they don't stop at stop signs.
562	Aug 21, 2024, 09:03 PM	Ozaukee Interurban Trail	Better maintenance, replacement of older and cracked sections
560	Aug 21, 2024, 08:55 PM	Ozaukee Interurban Trail	Our section of the trail is in disrepair compared to the MKE, Brown Deer, Cedarburg, etc sections
559	Aug 21, 2024, 08:54 PM	Ozaukee Interurban Trail	The new crossing at mequon road is dangerous. Too many signs and obstructions. Why is there no flashing yellow lights like other municipalities?
546	Aug 21, 2024, 06:31 PM	Ozaukee Interurban Trail	Trees lining the trail to provide shade and cover up the back of the strip mall
541	Aug 21, 2024, 05:54 PM	Ozaukee Interurban Trail	This trail should be more obvious where people can walk, and people should bike.
533	Aug 21, 2024, 04:04 PM	Ozaukee Interurban Trail	Lighting could be upgraded for using the trail at night. Restroom facilities along the trail perhaps.
531	Aug 21, 2024, 03:56 PM	Ozaukee Interurban Trail	Overall happy with the trail. Plowing during the winter would be helpful.
525	Aug 21, 2024, 03:43 PM	Ozaukee Interurban Trail	Better crossing visibility for automobiles. Sometimes vehicles do not see bikes or pedestrians.
516	Aug 21, 2024, 01:47 PM	Ozaukee Interurban Trail	General maintenance and safety at where streets intersect with the trail to being awareness to drivers
508	Aug 21, 2024, 10:21 AM	Ozaukee Interurban Trail	Improve safety on Division Street between Westchester Lakes subdivision and Ozaukee Interurban Trail by signage saying that Division Street is a bicycle and pedestrian walkway. Up to 45 people an hour walk or bike Division Street at peak times.
503	Aug 21, 2024, 07:26 AM	Ozaukee Interurban Trail	Widen the trail, paint a center line, add a speed limit.
492	Aug 19, 2024, 07:53 AM	Ozaukee Interurban Trail	Safety at road crossings
470	Aug 16, 2024, 02:33 PM	Ozaukee Interurban Trail	Bridge Height to trail height need to be either the same or a ramp to smooth out approach to bridges. Gaps right now. Get rid of fence but train crossing.

382	Aug 11, 2024, 07:20 AM	Ozaukee Interurban Trail	Widen Trail in busy City areas
279	Aug 06, 2024, 09:36 AM	Ozaukee Interurban Trail	Some of the trail has uneven surfaces and potholes. It would be nice to see more bathrooms accessible near the trail.
277	Aug 06, 2024, 08:43 AM	Ozaukee Interurban Trail	Certain classes of ebikes (throttled) should probably be banned on this trail. There is a fair amount of irresponsible use when the trail is busy.
265	Aug 04, 2024, 08:00 AM	Ozaukee Interurban Trail	PLEASE address crossing at Mequon. We need a flashing light. Someone is going to get killed
263	Aug 03, 2024, 11:02 PM	Ozaukee Interurban Trail	Bridge crossing over Mequon Road
262	Aug 03, 2024, 07:32 PM	Ozaukee Interurban Trail	Safer crossings - bridges or tunnels to cross busy roads would be ideal
261	Aug 03, 2024, 06:35 PM	Ozaukee Interurban Trail	better maintenance on pavement cracks AND fixing transistions between wooden bridges and the paved paths
258	Aug 03, 2024, 01:28 PM	Ozaukee Interurban Trail	Need to keep pavement in good shape for roller bladers and roller skiers
255	Aug 03, 2024, 12:01 PM	Ozaukee Interurban Trail	The pavement is so broken up and bumpy I steer clear of it.
249	Aug 03, 2024, 09:59 AM	Ozaukee Interurban Trail	TOO BUMPY! Needs major maintenance, please. Try riding it on your bike and you'll understand.
248	Aug 03, 2024, 09:42 AM	Ozaukee Interurban Trail	Too many potholes and bridges are poorly constructed going onto and off of.
243	Aug 03, 2024, 08:18 AM	Ozaukee Interurban Trail	More access points with car parking.
239	Aug 03, 2024, 07:14 AM	Ozaukee Interurban Trail	maintain surfaces and wooden bridged
237	Aug 03, 2024, 06:48 AM	Ozaukee Interurban Trail	The focus should be on the OIT to make it as enticing as possible, so as to keep pedestrian traffic and bicycle traffic where it is safest to all participants. You get a better bank for the buck.
233	Aug 02, 2024, 09:52 PM	Ozaukee Interurban Trail	Fix bridge ramps before Highland
227	Aug 02, 2024, 08:42 PM	Ozaukee Interurban Trail	Needs flashing lights installed at major busy road crossings. That can be turned on by pedestrians who want to cross.
222	Aug 02, 2024, 07:16 PM	Ozaukee Interurban Trail	Connect the western suburbs to the interurban trail.
214	Aug 02, 2024, 05:42 PM	Ozaukee Interurban Trail	Build a protected bridge up and over Mequon Rd.
211	Aug 02, 2024, 05:19 PM	Ozaukee Interurban Trail	Lights for nighttime
208	Aug 02, 2024, 05:16 PM	Ozaukee Interurban Trail	Lights for dark

38. Pioneer Road

Short Text | Skipped: 372 | Answered: 15 (3.9%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
786	Sep 08, 2024, 10:15 AM	Pioneer Road	bike lane
759	Sep 07, 2024, 10:02 PM	Pioneer Road	Off road trail
729	Sep 06, 2024, 07:05 PM	Pioneer Road	This road has very high traffic and is too narrow to safely use a bike without serious risk of being struck by cars between Cedarburg and I-43. Bike lanes should be added for safety.
728	Sep 06, 2024, 06:59 PM	Pioneer Road	Long crossing for biking and walking, does not feel safe to cross.
656	Aug 26, 2024, 04:11 PM	Pioneer Road	Family lives near the bike path and every single time I am there I witness a near tragedy. Plus, when driving and stopped for those crossing, I need to stop on the center line to bring attention to other cars in all other lanes because they do not stop
644	Aug 25, 2024, 05:47 PM	Pioneer Road	Narrow shoulder and fast drivers
624	Aug 24, 2024, 06:35 AM	Pioneer Road	Wider bike lane for the speed people drive
616	Aug 23, 2024, 08:46 AM	Pioneer Road	bike lane
522	Aug 21, 2024, 03:34 PM	Pioneer Road	Dedicated bike lanes
284	Aug 07, 2024, 01:18 PM	Pioneer Road	Add a dedicated bike trail.
281	Aug 07, 2024, 09:14 AM	Pioneer Road	Lots of truck traffic with no separation
272	Aug 05, 2024, 10:50 AM	Pioneer Road	Connectivity between Cedarburg/Grafton and Mequon for those who commute, and recreation.
262	Aug 03, 2024, 07:32 PM	Pioneer Road	Off street bike path
259	Aug 03, 2024, 01:53 PM	Pioneer Road	shoulder and signage from GreenBay to Port Washington Rd
217	Aug 02, 2024, 06:43 PM	Pioneer Road	Insufficient shoulder width for posted speed limits.

39. Port Washington Road

Short Text | Skipped: 343 | Answered: 44 (11.4%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
811	Sep 12, 2024, 02:45 PM	Port Washington Road	Bike Lane
800	Sep 09, 2024, 10:54 AM	Port Washington Road	Too much traffic Needs bike lane, but that would require car drivers to yield which probably won't happen ... people are in a rush most of the time ... sidewalk riding allowed... again with caution
797	Sep 09, 2024, 09:40 AM	Port Washington Road	Intersection at Port Wash and Mequon is dangerous for pedestrians and cyclists. Raising awareness of cyclists along Port Washington, designating a clear bike path, and calming traffic (especially at Mequon Rd) would increase cycling in the community.
792	Sep 08, 2024, 08:22 PM	Port Washington Road	Designated bike lane
786	Sep 08, 2024, 10:15 AM	Port Washington Road	bump outs for pedestrian crossing and a bike lane would be helpful particularly at mequon and port rd
764	Sep 08, 2024, 07:46 AM	Port Washington Road	Intersection improvements, and extending trail/sidewalk to Highland.
759	Sep 07, 2024, 10:02 PM	Port Washington Road	Off road trail or sidewalks
750	Sep 07, 2024, 10:57 AM	Port Washington Road	Need sidewalks Highland to Mequon Rd to walk/bike to grocery store, Marcus Theater, etc to get to Town Center.
747	Sep 07, 2024, 09:28 AM	Port Washington Road	A close area to cross Port by the Sendiks hoing south would be nice.
733	Sep 06, 2024, 08:42 PM	Port Washington Road	Designated bike lane
729	Sep 06, 2024, 07:05 PM	Port Washington Road	There should be bike lanes to the Columbia St. Marys hospital connecting to Mequon Road
726	Sep 06, 2024, 06:37 PM	Port Washington Road	Too busy. Too fast inattentive drivers
722	Sep 06, 2024, 05:50 PM	Port Washington Road	Would not feel safe at all riding here. Too bad because opening it to bikes would give me many more opportunities to bike to shopping and other amenities.
716	Sep 06, 2024, 05:31 PM	Port Washington Road	Better traffic signage and traffic lights, more pedestrian crossing lights.
711	Sep 04, 2024, 07:40 PM	Port Washington Road	Striped bike lanes and sidewalks where missing
649	Aug 25, 2024, 10:41 PM	Port Washington Road	Many businesses on Port Road and difficult to access on bikes or walking since traffic is very heavy.
648	Aug 25, 2024, 08:13 PM	Port Washington Road	No bike lane, no space to ride safely on shoulder
594	Aug 22, 2024, 10:43 AM	Port Washington Road	Bicycle lanes between Highland Rd to County Line - only east side route to go south to along the lake front
580	Aug 22, 2024, 02:41 AM	Port Washington Road	Side walk widened for bicycles and improve the crossings

541	Aug 21, 2024, 05:54 PM	Port Washington Road	A fast busy road that could be used to get to many stores and is to fast and busy to bike in.
533	Aug 21, 2024, 04:04 PM	Port Washington Road	So much commercial business and medical facilities, perfect to access by bike, but Port Washington is dangerous for bike riders due to speed and traffic. A seperate trail system maybe?
522	Aug 21, 2024, 03:34 PM	Port Washington Road	Dedicated bike lanes
501	Aug 20, 2024, 10:33 PM	Port Washington Road	A protected bike lane would be great in combination with a bike lane on Mequon road. This would allow residents to travel by bike to the many restaurants and stores on port Washington from residential neighborhoods off Mequon Road.
474	Aug 16, 2024, 05:48 PM	Port Washington Road	The dangerous exits where cars go onto the road make it hard to see if bikers are coming or not leading to bikers having to take extra safety precautions.
359	Aug 10, 2024, 09:19 AM	Port Washington Road	The Mequon/PW Rd intersection and DB Rd intersections could be more pedestrian friendly for safer crossing
288	Aug 08, 2024, 01:13 PM	Port Washington Road	Bike lanes
287	Aug 07, 2024, 11:05 PM	Port Washington Road	I don't ride on this road but probably wouldn't feel safe due to traffic unless bike lanes were added
284	Aug 07, 2024, 01:18 PM	Port Washington Road	Widen one or both sidewalks to accommodate pedestrians and bikes.
279	Aug 06, 2024, 09:36 AM	Port Washington Road	There is no bike lane or sidewalk throughout a large portion of Port. Especially the northern parts.
272	Aug 05, 2024, 10:50 AM	Port Washington Road	Connectivity to all the businesses along both sides of the roadway, as far north as Ascension Hospital and south to the county line.
266	Aug 04, 2024, 09:28 AM	Port Washington Road	Install strategically placed controlled pedestrian cross walks to allow safe pedestrian crossings at multile points along the business corridor.
263	Aug 03, 2024, 11:02 PM	Port Washington Road	Wide sidewalks the entire north south corridor
262	Aug 03, 2024, 07:32 PM	Port Washington Road	Protected bike lane
257	Aug 03, 2024, 01:25 PM	Port Washington Road	Same as w/ Mequon Rd.
255	Aug 03, 2024, 12:01 PM	Port Washington Road	Improve the joints in the sidewalks which are very uneven all along the road.
247	Aug 03, 2024, 09:35 AM	Port Washington Road	Few places to safely cross, limited shade
246	Aug 03, 2024, 08:45 AM	Port Washington Road	Bike lanes
236	Aug 03, 2024, 02:31 AM	Port Washington Road	Bike lanes would be ideal.. this would allow access to the business district
230	Aug 02, 2024, 09:09 PM	Port Washington Road	Needs a bike lane

229	Aug 02, 2024, 08:49 PM	Port Washington Road	many older adults live in near by condo and other communities; many like to walk to Sendiks and crossing Port Washington Rd is treacherous and there is only one intersection with a light
228	Aug 02, 2024, 08:44 PM	Port Washington Road	Crossing - drivers do NOT honor pedestrians crossing, roll right on red leaving walker standing in the road.
224	Aug 02, 2024, 07:45 PM	Port Washington Road	Add a bike lane
216	Aug 02, 2024, 06:02 PM	Port Washington Road	Dedicated Bicycle lanes properly marked and maintained.
215	Aug 02, 2024, 05:42 PM	Port Washington Road	Terrible for bike riding. I see lots of kids on bikes trying to ride/cross for eating, movies, etc. Very dangerous. Bike lanes would be helpful.
210	Aug 02, 2024, 05:18 PM	Port Washington Road	Bike lane

40. Range Line Road

Short Text | Skipped: 341 | Answered: 46 (11.9%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
810	Sep 10, 2024, 05:56 PM	Range Line Road	Very little shoulder with a large amount of school traffic at commute times.
807	Sep 10, 2024, 06:44 AM	Range Line Road	Mequon should have safe bike/walk paths to all schools. Kids should be able to safely get to school by foot or by bike.
806	Sep 09, 2024, 08:06 PM	Range Line Road	Kids need to be able to safely bike to school. Dedicated big bike lane OR sidewalk
805	Sep 09, 2024, 07:59 PM	Range Line Road	Kids ride their bikes to school and are completely unprotected. Even walking is dangerous on this road.
800	Sep 09, 2024, 10:54 AM	Range Line Road	Paved shoulder Riders need more space to get out of drivers ways , they do Not seem to want to slow down and wait to pass riders correctly... assuming they know the correct procedure... We do have the 3 foot right of way ... Pass us like we were a car
795	Sep 09, 2024, 09:05 AM	Range Line Road	The sidewalk is absolutely unsafe and almost unusable. There are chunks of concrete broken and huge ruts. I have to use the road to walk my children with a stroller. I often see children riding their bikes in the road as well.
792	Sep 08, 2024, 08:22 PM	Range Line Road	Designated bike lane
782	Sep 08, 2024, 09:32 AM	Range Line Road	Needs a sidewalk or walk/bike trail on at least one side or at least more of a shoulder
764	Sep 08, 2024, 07:46 AM	Range Line Road	Build out between Mequon and Donges Bay.
759	Sep 07, 2024, 10:02 PM	Range Line Road	Off road trail
742	Sep 07, 2024, 07:26 AM	Range Line Road	too narrow for bikes and walks
741	Sep 07, 2024, 07:21 AM	Range Line Road	Bike lane
739	Sep 07, 2024, 02:30 AM	Range Line Road	Too narrow and fast. Feel unsafe.
738	Sep 06, 2024, 10:01 PM	Range Line Road	I wish my kids could bike to school via Range Line, but it's narrow, with no sidewalks. I would feel unsafe letting them bike on this road. This would also give us access to Mequon Rd up to downtown.
733	Sep 06, 2024, 08:42 PM	Range Line Road	Designated bike lane
711	Sep 04, 2024, 07:40 PM	Range Line Road	School zone safety. Ability to walk and bike to school
703	Aug 31, 2024, 08:43 PM	Range Line Road	This road is very narrow and dangerous for cyclists and walkers.
671	Aug 28, 2024, 01:02 PM	Range Line Road	Bike lane
602	Aug 22, 2024, 02:43 PM	Range Line Road	Wider shoulder to walk or ride a bike
586	Aug 22, 2024, 08:01 AM	Range Line Road	Bike lane

			Off street bike/walk lane would be ideal. Something to address the safety concerns of the school pick up line spilling onto the street. The new path would need to avoid that congestion
580	Aug 22, 2024, 02:41 AM	Range Line Road	
564	Aug 21, 2024, 09:19 PM	Range Line Road	Too narrow, so hard to improve
542	Aug 21, 2024, 05:56 PM	Range Line Road	Off road path, very tight when pedestrian or bikers on the road
492	Aug 19, 2024, 07:53 AM	Range Line Road	Wide bike lanes
474	Aug 16, 2024, 05:48 PM	Range Line Road	Rangel line road has an incredible skinny bike lane where it is almost non-existent making it unsafe to do any sort of physical activity on.
473	Aug 16, 2024, 05:42 PM	Range Line Road	Cars tend to drive carelessly
359	Aug 10, 2024, 09:19 AM	Range Line Road	Connectivity to the Lake Shore and Donges Bay elementary needs improvement. Current path at Mequon Rd to Lakeshore needs to be rebuilt ASAP
288	Aug 08, 2024, 01:13 PM	Range Line Road	Bike lanes
284	Aug 07, 2024, 01:18 PM	Range Line Road	Add dedicated protected bike/ pedestrian lanes
282	Aug 07, 2024, 12:15 PM	Range Line Road	Pedestrian and bike access to the middle school would be a huge improvement.
280	Aug 06, 2024, 12:04 PM	Range Line Road	Same
277	Aug 06, 2024, 08:43 AM	Range Line Road	The shoulder on Range Line is very narrow and doesn't allow for cars to safely pass cyclists
273	Aug 05, 2024, 11:25 AM	Range Line Road	4 foot paved shoulder
259	Aug 03, 2024, 01:53 PM	Range Line Road	Better shoulder from County line to Donges Bay
255	Aug 03, 2024, 12:01 PM	Range Line Road	Widen bike lanes
248	Aug 03, 2024, 09:42 AM	Range Line Road	Busy road with no bike lanes
247	Aug 03, 2024, 09:35 AM	Range Line Road	Extremely narrow shoulder
246	Aug 03, 2024, 08:45 AM	Range Line Road	Bike lanes too narrow
234	Aug 02, 2024, 10:04 PM	Range Line Road	widen to allow for safer bike and pedestrian traffic
230	Aug 02, 2024, 09:09 PM	Range Line Road	Poor shoulder
229	Aug 02, 2024, 08:49 PM	Range Line Road	narrow; cars fast; working/contractor vehicles parked on side and challenging therefore to walk or bike
224	Aug 02, 2024, 07:45 PM	Range Line Road	Add a bike lane. Reduce vehicle speed. Prohibit landscape companies from parking on road.
220	Aug 02, 2024, 07:01 PM	Range Line Road	Bike lanes needed !
219	Aug 02, 2024, 06:55 PM	Range Line Road	First step, larger shoulder, marked, next step a pathway for biking and walking from county line to mequon road would really get a lot of use!
217	Aug 02, 2024, 06:43 PM	Range Line Road	Insufficient should width for amount of car traffic, which results in cars passing walkers and bicyclists with insufficient space.

216	Aug 02, 2024, 06:02 PM	Range Line Road	Dedicated Bicycle lanes properly marked and maintained.
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41. River Road

Short Text | Skipped: 346 | Answered: 41 (10.6%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
807	Sep 10, 2024, 06:44 AM	River Road	Mequon should have safe bike/walk paths to all schools. Kids should be able to safely get to school by foot or by bike.
806	Sep 09, 2024, 08:06 PM	River Road	Kids need to be able to safely bike to school. Dedicated big bike lane OR sidewalk
798	Sep 09, 2024, 09:49 AM	River Road	Needs a wider bike path on river road; drivers usually have to cross the centerline in order to pass a bicyclist.
764	Sep 08, 2024, 07:46 AM	River Road	Build out between Mequon and Donges Bay. Safer access to Lakeshore.
759	Sep 07, 2024, 10:02 PM	River Road	Off road trail
755	Sep 07, 2024, 02:36 PM	River Road	Bike lane and better pavement
739	Sep 07, 2024, 02:30 AM	River Road	Too narrow and fast. Feel unsafe.
713	Sep 06, 2024, 04:56 PM	River Road	Add a bike/pedestrian path. Very unsafe for drivers and pedestrians on River Road.
678	Aug 29, 2024, 04:50 PM	River Road	Traffic speed is often too fast
649	Aug 25, 2024, 10:41 PM	River Road	Many bikes us this road now and it is very dangerous for bikers and cars coming around the curves of the road.
648	Aug 25, 2024, 08:13 PM	River Road	Too many pedestrians, no bike lane, no space to ride safely on shoulder
636	Aug 25, 2024, 08:18 AM	River Road	Speed bump? Needs to be safer for kids to ride bikes on this road.
615	Aug 23, 2024, 06:32 AM	River Road	Needs bike lanes
602	Aug 22, 2024, 02:43 PM	River Road	Wider shoulder to walk and ride on
590	Aug 22, 2024, 09:37 AM	River Road	Connecting Thiensville to more neighborhoods and parks ie Rotarty
588	Aug 22, 2024, 09:15 AM	River Road	N River Road, to get to the park safely from town, to and from Mequon Pizza Co. Or to Villa Grove Park.
586	Aug 22, 2024, 08:01 AM	River Road	Bike lane
580	Aug 22, 2024, 02:41 AM	River Road	Just ban people from walking/biking on it where it winds around the river. The people here are too entitled and hog the road with their bikes and friends and dogs, while some of us are trying to get to work. Worst area ever! It's not Tour de France!
569	Aug 21, 2024, 09:48 PM	River Road	Better, protected access for bikes & peds from Rotary to Freistadt.
541	Aug 21, 2024, 05:54 PM	River Road	A well traveled road, and is helpful to get to the park for events. Just needs a little bit of a shoulder or something.
534	Aug 21, 2024, 04:06 PM	River Road	Cars consistently speeding from Mequon Pizza Co.

532	Aug 21, 2024, 04:00 PM	River Road	Lots of people ride/walk/walk dogs 11900 and north to Highland Rd to get to Thiensville and to Rotary Park. Separated/off road bike/walking path would make it safer. Ideally would love bridge going over MKE River for kids safely
525	Aug 21, 2024, 03:43 PM	River Road	Road is narrow and does not allow for adequate room for passing automobiles.
474	Aug 16, 2024, 05:48 PM	River Road	River road also has a skinny bike lane and cars do not give space to bikers.
473	Aug 16, 2024, 05:42 PM	River Road	Very little bike lane
287	Aug 07, 2024, 11:05 PM	River Road	It's a pretty road but very winding/visibility issues
282	Aug 07, 2024, 12:15 PM	River Road	Lots of bike traffic but no safe place for them to go which is particularly concerning over hilly areas
280	Aug 06, 2024, 12:04 PM	River Road	Same
277	Aug 06, 2024, 08:43 AM	River Road	River Road has a very narrow shoulder and is often used as a route for cycling groups, who do not ride single file. The road is also curvy and then hilly which makes it difficult for safe sharing of the road.
270	Aug 05, 2024, 09:55 AM	River Road	There is no real designated walking or biking lane
266	Aug 04, 2024, 09:28 AM	River Road	This needs to be widened to accompany a bike/pedestrian lane or a seperate bike/pedestrian lane.
262	Aug 03, 2024, 07:32 PM	River Road	Wider shoulder or protected bike lane. Signage for cars to share the road
258	Aug 03, 2024, 01:28 PM	River Road	Should have a bike/pedestrian bridge over river to connect River Rd north and south
248	Aug 03, 2024, 09:42 AM	River Road	Te road curves and is narrow. Cars traveling too fast
246	Aug 03, 2024, 08:45 AM	River Road	Bike lanes too narrow
235	Aug 03, 2024, 01:46 AM	River Road	North of Mequon Rd on River there's no clear bike lane markings. You have to be very careful on this stretch.
230	Aug 02, 2024, 09:09 PM	River Road	Needs better support for bikes and runners
224	Aug 02, 2024, 07:45 PM	River Road	Add a bike lane. Reduce vehicle speed
215	Aug 02, 2024, 05:42 PM	River Road	Popular for cyclists. No shoulder or bike lanes.
212	Aug 02, 2024, 05:36 PM	River Road	There is no space for biker on this road and cars travel at a fast pace.
209	Aug 02, 2024, 05:17 PM	River Road	bike lane

42. Swan Road

Short Text | Skipped: 374 | Answered: 13 (3.4%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
781	Sep 08, 2024, 09:27 AM	Swan Road	Connecting far west neighborhoods safely to Mequon Rd
780	Sep 08, 2024, 09:24 AM	Swan Road	Snow plow in winter, extend up to Mequon road
773	Sep 08, 2024, 08:53 AM	Swan Road	Extend sidewalk and improve it between Mequon Rd and Donges Bay Rd
771	Sep 08, 2024, 08:50 AM	Swan Road	Sidewalk end
764	Sep 08, 2024, 07:46 AM	Swan Road	Connect Mequon rd to existing trail on Swan.
760	Sep 08, 2024, 04:54 AM	Swan Road	It would be great to have a sidewalk connecting Swan all the way to Mequon road, with amenities, like a coffee shop, within walking distance of our neighborhoods.
759	Sep 07, 2024, 10:02 PM	Swan Road	Off road trail
740	Sep 07, 2024, 06:11 AM	Swan Road	Plow existing path in winter, add sidewalk between Daventry and Mequon Rf
734	Sep 06, 2024, 08:43 PM	Swan Road	Shoulder not wide enough for bikes
730	Sep 06, 2024, 07:22 PM	Swan Road	Bikers and joggers block the driving lanes and make it very dangerous on an already busy street
263	Aug 03, 2024, 11:02 PM	Swan Road	Connection to Little Menominee Line of the OLT up to Mequon Road
249	Aug 03, 2024, 09:59 AM	Swan Road	bike path (built app. 2000) needs maintenance, please.
222	Aug 02, 2024, 07:16 PM	Swan Road	Connect the western suburbs to the interurban trail.

43. Wauwatosa Road

Short Text | Skipped: 349 | Answered: 38 (9.8%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
813	Sep 15, 2024, 06:13 PM	Wauwatosa Road	A safe bike/pedestrian path along Wauwatosa Rd. connecting the Donges Bay path to Mequon Rd. would increase usability of the Donges Bay path.
812	Sep 12, 2024, 02:52 PM	Wauwatosa Road	The windy road between Freistadt and Mequon Roads is bad enough for cars alone. With bikes it gets even scarier. Straighten it out.
811	Sep 12, 2024, 02:45 PM	Wauwatosa Road	Bike Lane
802	Sep 09, 2024, 12:39 PM	Wauwatosa Road	Defined bike lane to transition to Mequon Road
799	Sep 09, 2024, 10:35 AM	Wauwatosa Road	Bike lanes or path from Donges Bay to Mequon Rd.
796	Sep 09, 2024, 09:38 AM	Wauwatosa Road	For the neighborhoods bordering this HIGHWAY between Mequon and Freistadt Roads there is no safe way to use it to access Mequon Road other than meander through subdivisions. It is really not safe to travel this short stretch outside of an automobile.
780	Sep 08, 2024, 09:24 AM	Wauwatosa Road	Connect existing walking paths, plow
773	Sep 08, 2024, 08:53 AM	Wauwatosa Road	Urgently need sidewalk between Mequon Rd and Donges Bay Rd
772	Sep 08, 2024, 08:51 AM	Wauwatosa Road	Bike lanes, more connectivity from neighborhoods to local businesses
771	Sep 08, 2024, 08:50 AM	Wauwatosa Road	There are sidewalks on some parts and not on others.
770	Sep 08, 2024, 08:44 AM	Wauwatosa Road	Add sidewalk to connect to Mequon road
769	Sep 08, 2024, 08:38 AM	Wauwatosa Road	Improve crossing at 181/167 and extend sidewalks on
767	Sep 08, 2024, 08:17 AM	Wauwatosa Road	Sidewalk/ bike trail from a Donges Bay up to Mequon Rd with street lights
766	Sep 08, 2024, 07:53 AM	Wauwatosa Road	Cars speed. Can barely cross because you are taking your life in your hands.
764	Sep 08, 2024, 07:46 AM	Wauwatosa Road	Continue building out sidewalks on Wauwatosa connecting highland to mequon to donges bay.
763	Sep 08, 2024, 06:30 AM	Wauwatosa Road	Living in the Enclave neighborhood on Mourning Dove Ln, I rarely take my children for bicycle rides to nearby businesses on Mequon Rd, due to the inability to cross/ride on Wauwatosa Rd safely. Off street trails or bike lanes would be beneficial.
759	Sep 07, 2024, 10:02 PM	Wauwatosa Road	Off road trail
740	Sep 07, 2024, 06:11 AM	Wauwatosa Road	Add sidewalk between Friestet and County Line
734	Sep 06, 2024, 08:43 PM	Wauwatosa Road	Shoulder not wide enough for bikes. High speed

724	Sep 06, 2024, 06:19 PM	Wauwatosa Road	Wider shoulder and pavement markings delineating pedestrian/ bike lane
718	Sep 06, 2024, 05:32 PM	Wauwatosa Road	bike lanes from mequon rd to friestadt
697	Aug 31, 2024, 08:11 AM	Wauwatosa Road	Needs sidewalks
684	Aug 29, 2024, 09:52 PM	Wauwatosa Road	Needs sidewalks from Mequon rd to freistadt
649	Aug 25, 2024, 10:41 PM	Wauwatosa Road	A bike trail would be very helpful for traveling North-South in the communities.
624	Aug 24, 2024, 06:35 AM	Wauwatosa Road	Wider shoulder/bike lane
615	Aug 23, 2024, 06:32 AM	Wauwatosa Road	Pavement needs improvement and street cleaned south of Mequon Rd
589	Aug 22, 2024, 09:17 AM	Wauwatosa Road	Install bike lanes
588	Aug 22, 2024, 09:15 AM	Wauwatosa Road	Not safe for children to bike, get to the Outpost. Off road bike path put in to connect around town.
569	Aug 21, 2024, 09:48 PM	Wauwatosa Road	Need protected or off road trail from Freistadt to Mequon Road
541	Aug 21, 2024, 05:54 PM	Wauwatosa Road	This is also a fast busy road. It would also need a bike lane, with obvious markers for drivers to see a bike lane. Maybe with a curb separating the bike lane and the car lane. This should go for any of the very busy roads.
513	Aug 21, 2024, 12:19 PM	Wauwatosa Road	Shouldered bike lane Highland to Mequon Rd
511	Aug 21, 2024, 12:10 PM	Wauwatosa Road	No bike lanes at all in any place which are needed
503	Aug 21, 2024, 07:26 AM	Wauwatosa Road	Mid block Conectivety to subdivisions
288	Aug 08, 2024, 01:13 PM	Wauwatosa Road	Bike lanes
272	Aug 05, 2024, 10:50 AM	Wauwatosa Road	This is a major thoroughfare for people commuting to and from work. Very busy with vehicular traffic. Additional bike/ped facilities mighg improve safety and allow people to choose a different method of transportation to get to work.
265	Aug 04, 2024, 08:00 AM	Wauwatosa Road	Make access to the Mequon Nature Preserve on a bike safe (goes for Swan Rd too)
263	Aug 03, 2024, 11:02 PM	Wauwatosa Road	Wide sidewalks the entire north south corridor
262	Aug 03, 2024, 07:32 PM	Wauwatosa Road	Off street bike path
253	Aug 03, 2024, 10:51 AM	Wauwatosa Road	Crossing between solar heights neighborhood and concord creek / westchester neighborhoods
249	Aug 03, 2024, 09:59 AM	Wauwatosa Road	add striping for a bike lane south to County Line.
210	Aug 02, 2024, 05:18 PM	Wauwatosa Road	Bike lane

44. Wasaukee Road

Short Text | Skipped: 379 | Answered: 8 (2.1%)

Sentiment

No sentiment data

Tags

No tag data

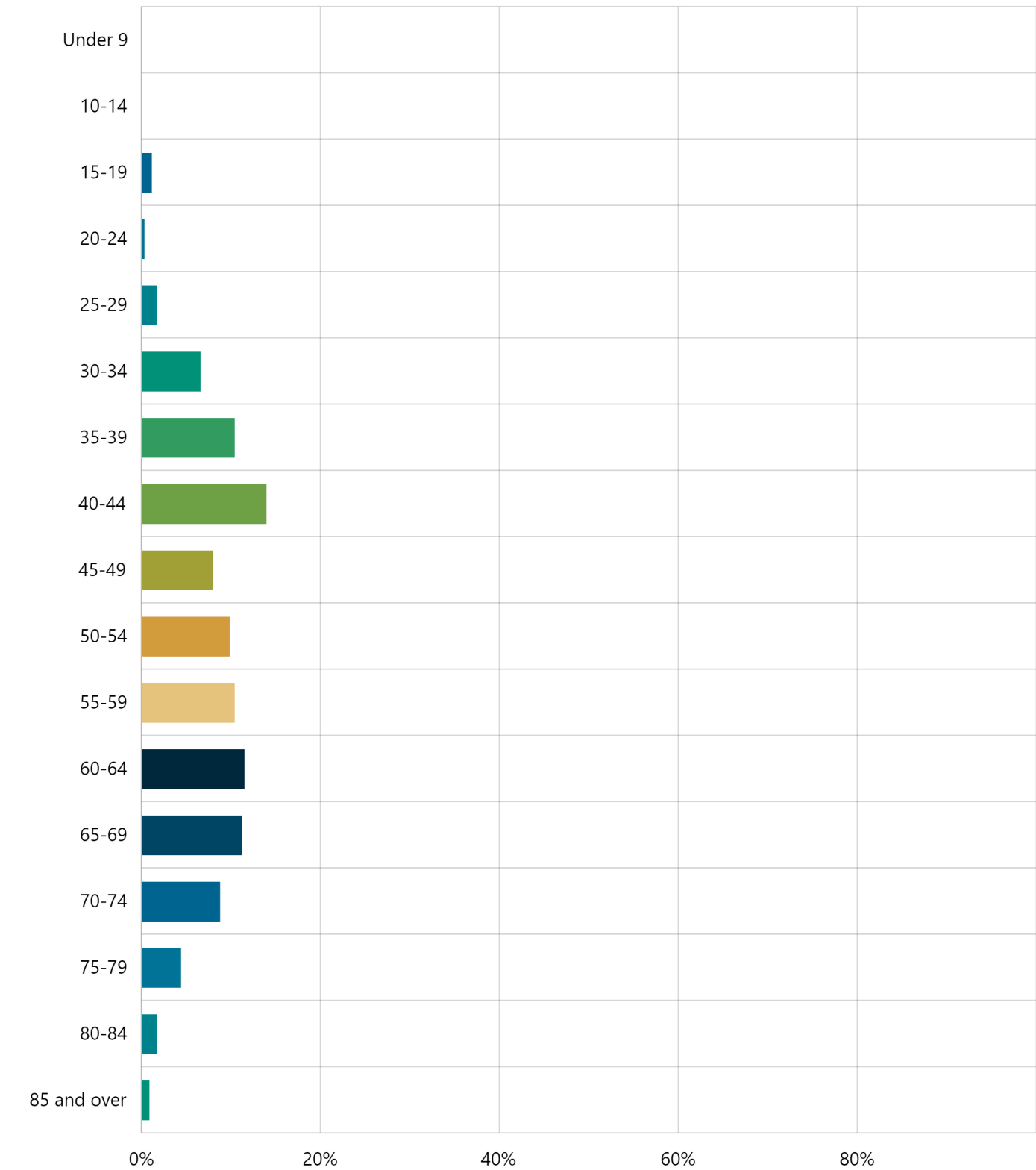
Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
802	Sep 09, 2024, 12:39 PM	Wasaukee Road	Wider shoulder to help for uphill no passing zones north of Mequon Road
800	Sep 09, 2024, 10:54 AM	Wasaukee Road	Paved shoulders
755	Sep 07, 2024, 02:36 PM	Wasaukee Road	Bike lane
744	Sep 07, 2024, 08:42 AM	Wasaukee Road	Sidewalk or off road bike trail
624	Aug 24, 2024, 06:35 AM	Wasaukee Road	Wider shoulder/ bike lane
264	Aug 04, 2024, 08:00 AM	Wasaukee Road	pave the shoulder
262	Aug 03, 2024, 07:32 PM	Wasaukee Road	Off street bike path
205	Aug 02, 2024, 09:31 AM	Wasaukee Road	Narrow space to walk, deep ditches

45. Age Group

Select Box | Skipped: 20 | Answered: 367 (94.8%)

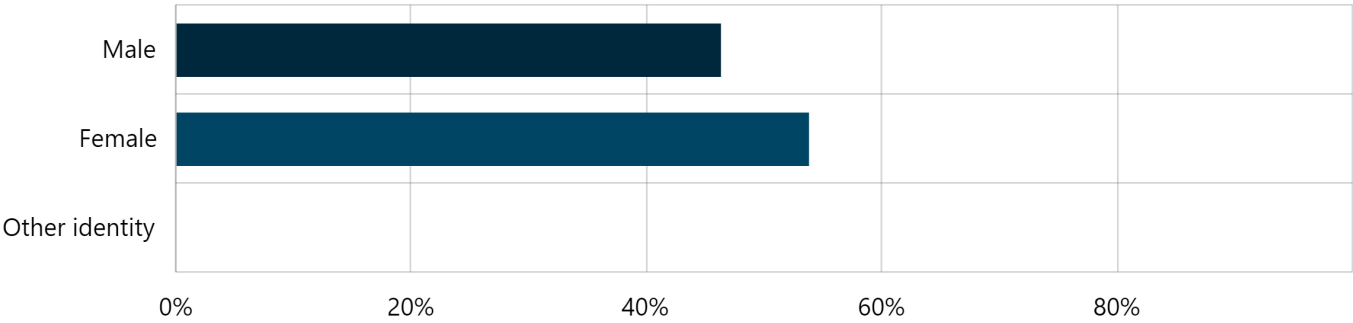


Answer choices	Percent	Count
Under 9	0%	0

10-14	0%	0
15-19	1.09%	4
20-24	0.27%	1
25-29	1.63%	6
30-34	6.54%	24
35-39	10.35%	38
40-44	13.90%	51
45-49	7.90%	29
50-54	9.81%	36
55-59	10.35%	38
60-64	11.44%	42
65-69	11.17%	41
70-74	8.72%	32
75-79	4.36%	16
80-84	1.63%	6
85 and over	0.82%	3
Total	100.00%	367

46. Gender

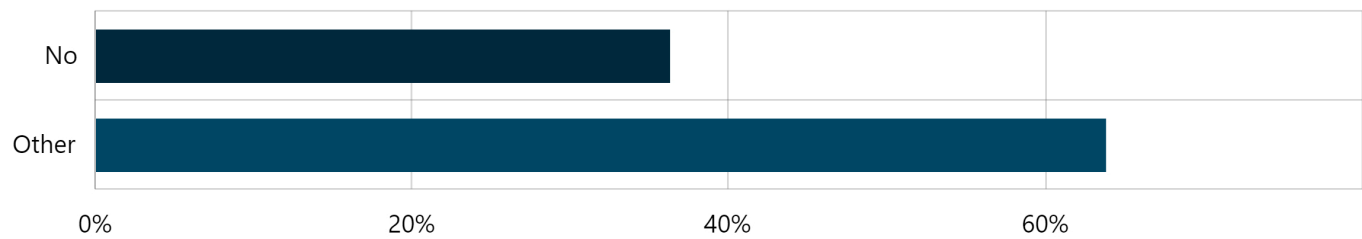
Select Box | Skipped: 26 | Answered: 361 (93.3%)



Answer choices	Percent	Count
Male	46.26%	167
Female	53.74%	194
Other identity	0%	0
Total	100.00%	361

47. Do you have children?

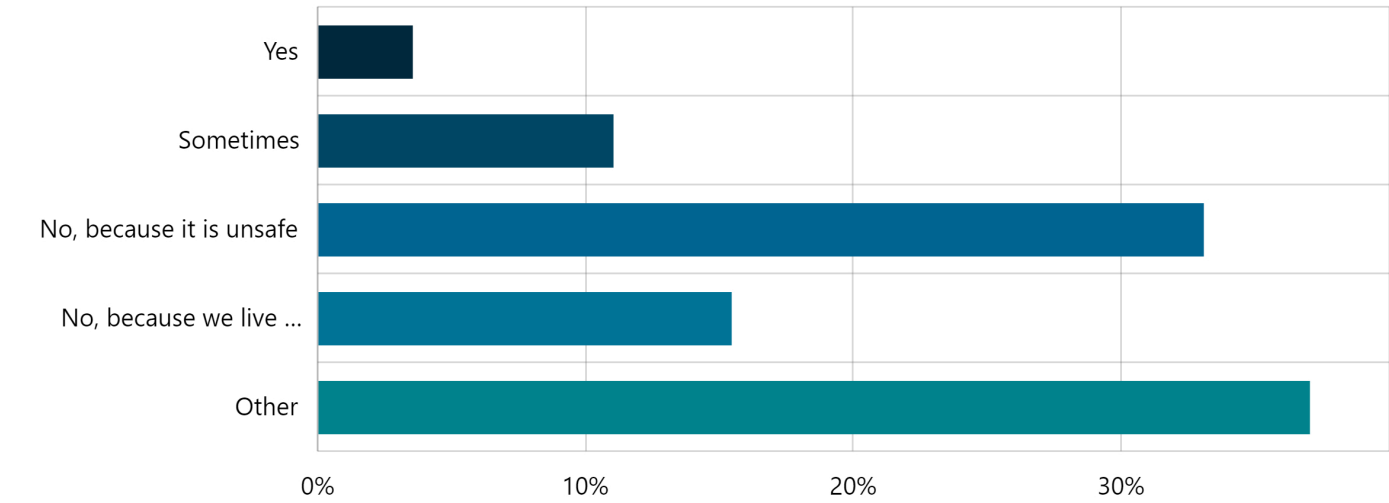
Multi Choice | Skipped: 20 | Answered: 367 (94.8%)



Answer choices	Percent	Count
No	36.24%	133
Other	63.76%	234
Total	100.00%	367

48. Does your child walk or bicycle to school?

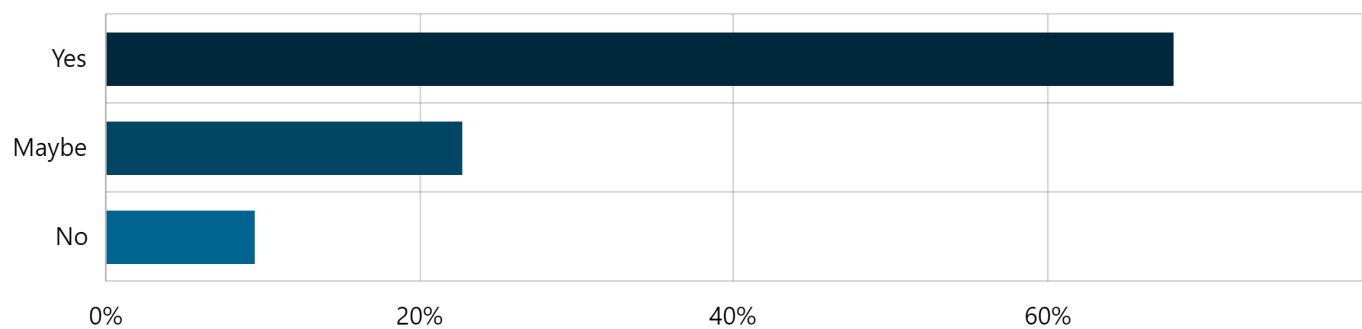
Multi Choice | Skipped: 160 | Answered: 227 (58.7%)



Answer choices	Percent	Count
Yes	3.52%	8
Sometimes	11.01%	25
No, because it is unsafe	33.04%	75
No, because we live too far	15.42%	35
Other	37.00%	84
Total	100.00%	227

49. If a safe walking/biking path existed, would you be open to your child walking or biking to school?

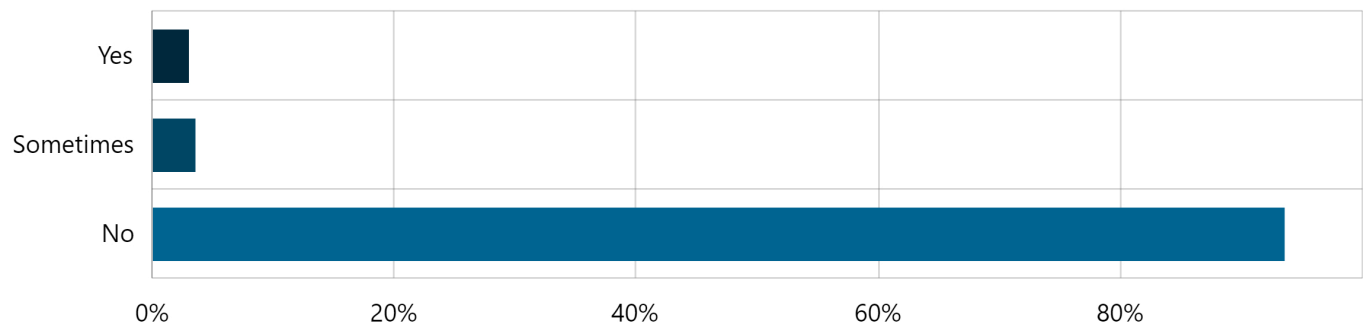
Multi Choice | Skipped: 281 | Answered: 106 (27.4%)



Answer choices	Percent	Count
Yes	67.92%	72
Maybe	22.64%	24
No	9.43%	10
Total	100.00%	106

50. Do you or your dependents use any mobility aid devices (wheelchair, walker, cane, etc.)?

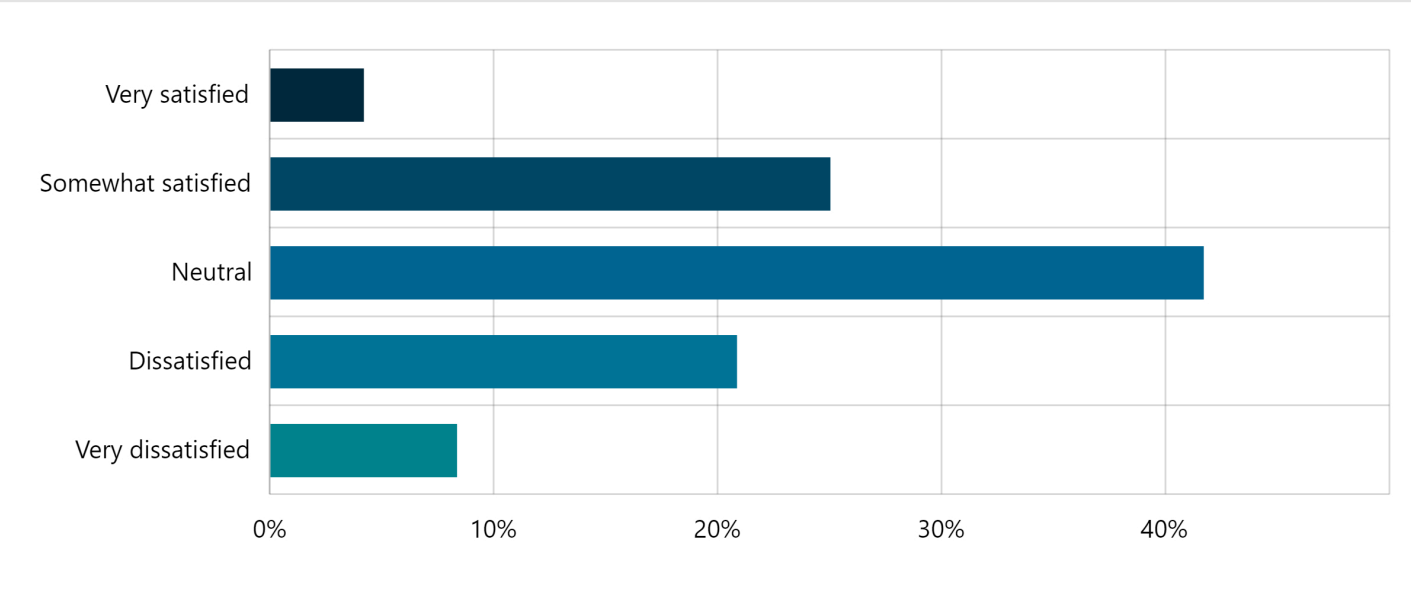
Multi Choice | Skipped: 18 | Answered: 369 (95.3%)



Answer choices	Percent	Count
Yes	2.98%	11
Sometimes	3.52%	13
No	93.50%	345
Total	100.00%	369

51. As a mobility aid user (or guardian of a mobility aid user), how satisfied are you with the current pedestrian and bicycling infrastructure in Mequon and Thiensville?

Multi Choice | Skipped: 363 | Answered: 24 (6.2%)



Answer choices	Percent	Count
Very satisfied	4.17%	1
Somewhat satisfied	25.00%	6
Neutral	41.67%	10
Dissatisfied	20.83%	5
Very dissatisfied	8.33%	2
Total	100.00%	24

52. What do you feel is working/not working well with our pedestrian and bicycling infrastructure?

Long Text | Skipped: 137 | Answered: 250 (64.6%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
813	Sep 15, 2024, 06:13 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	It's mostly not working, due to a of connectivity.
812	Sep 12, 2024, 02:52 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The trees in the middle of Cedarburg Road and Main Street squeeze the cars and bikes too close together. No one is sure what to do. A regular road would be better.
811	Sep 12, 2024, 02:45 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Works well, need more.
810	Sep 10, 2024, 05:56 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Good: Incorporating bike safety when road improvements are performed. Not so good: Connectivity and public awareness (nothing like the feeling of a fast moving car within a foot or two of your shoulder) :(
808	Sep 10, 2024, 09:18 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The bikers on the sidewalks don't seem to have any regard for pedestrians
807	Sep 10, 2024, 06:44 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	There are numerous schools in Mequon on Range Line Rd, Donges Bay Rd and Highland Rd that have no safe paths or sidewalks for kids to safely walk or bike to school. This is unacceptable. All I Children should be able to safely get themselves to school by either foot or bike if they want to. We need to think of their safety.
806	Sep 09, 2024, 08:06 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The #1 priority should be safe pathways to our schools in mequon. Range line road is so dangerous for kids with donges bay being a close second. Third would probably be highland, and then river road to the high school. We need more sidewalks and BIG deticated marked bike lanes.
805	Sep 09, 2024, 07:59 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	It isn't safe for the majority of the community/students to bike to school and that's unfortunate. The interurban trail is great for Mequon. However, the area where it crosses over Mequon road is dangerous. It needs lights for a biker to push to warn drivers. Because the traffic is two lanes on each side, a car can be stopped for a biker, while another car comes along moving in the same direction as the stopped car and blows through the crosswalk because that other stopped car blocked the view of the biker.
802	Sep 09, 2024, 12:39 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Overall great residential trails relatively speaking, but would be nice to feel safer/more comfortable on roads as well. Currently some areas are difficult to ride with amount of traffic
800	Sep 09, 2024, 10:54 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I think the interurban is an amazing trail ride.. Maintaining the pathway, and safety, is worth our tax dollars..!!
799	Sep 09, 2024, 10:35 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	There needs to be more interconnections. Users need to be able to get from home to desired destinations using paths and lanes.
797	Sep 09, 2024, 09:40 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Shoulders are too narrow (Mequon Road, Lake Shore Drive, etc) with heavy, fast-moving traffic. Cycling and walking on those roads is dangerous.
796	Sep 09, 2024, 09:38 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The interurban trail is a great resource, if you can connect to it. Lack of infrastructure, and unsafe streets for connecting to businesses/schools is a huge problem.
795	Sep 09, 2024, 09:05 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Some roads are easy to navigate, while others are not. Some streets do not have sidewalks so we cannot go on those roads.
792	Sep 08, 2024, 08:22 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	It doesn't connect the east side of Mequon to the interurban trail
786	Sep 08, 2024, 10:15 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The cars drive too fast on busy streets. I spent a lot of time teaching my daughter to safely cross mequon Rd. The Port Rd/Mequon Rd interchange is VERY busy - Make crossing big roads safer - put in a bunch of stop signs and more people will use the roads on bikes - and let their children do it too.

784	Sep 08, 2024, 09:48 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Everything is working well except for the bike crossing on Mequon Road. Even with the recent improvement , it's still dangerous for a biker— especially for kids between 12-14 as they may not realize that the cars may not stop for them. Also, I think it would be very beneficial to have an off road bicycle path starting at 76th & Mequon Road to Mequon & Pilgrim Road in Germantown. The western suburbs of Mequon such as Concord Creek, Knightsbridge, Brighton Ridge, Westchester, Enclave, Highlander Estates, Huntington Park, Sutton Ridge and all others could ride their bikes heading west and heading south on Pilgrim Road to Menomonee Falls and accessing the Bugline in the Falls to Sussex which is a paved off road path similar to our Interurban Trail. It goes past Lannon Quarry and is a beautiful paved bike path leading to Sussex. With e-bikes ranging 50 mi, it would be possible for Mequon residents to link up to different communities and vice versa. We all could be linked
782	Sep 08, 2024, 09:32 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Range Line road with almost non-existent shoulders is dangerous for pedestrians and young bikers. Intra-urban trail is nice and we use it a lot but would like to see more trails with woods/shaded. We like the nature preserve in west Mequon but it is hard to access from the east side of Mequon by foot or bike since there is no bridge at County Line Rd so we typically have to drive from where we live.
780	Sep 08, 2024, 09:24 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Plow all in winter, not all walking paths are connected. Connecting them to Mequon road would be very useful
773	Sep 08, 2024, 08:53 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	It is terrific that the Interurban Trail is maintained in the winter time. And the Mequon nature preserve is terrific and should continue to be well-maintained and preserved.
772	Sep 08, 2024, 08:51 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	There is very little, especially in terms of connectivity to neighborhoods and safety especially for children
771	Sep 08, 2024, 08:50 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I have to drive to get to the closest walking path.
769	Sep 08, 2024, 08:38 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Intersections (several throughout Mequon) are not safe for pedestrians or bikes. Crossing of trail at MPMarket improved BUT still need some sort of caution light when Peds are crossing!!!
767	Sep 08, 2024, 08:17 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The new crossing at Foxtown may look nicer but is basically the same because traffic has to choose to stop. It's unsafe and we should have built an over the road or tunnel crossing. With all new developments off Wauwatosa road there is need for sidewalks and bike trails to connect to Mequon Road and a need for streetlights for safety. There's also a need for connectivity from the Wauwatosa subdivisions over to Wilson elementary
765	Sep 08, 2024, 07:48 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	N/a
763	Sep 08, 2024, 06:30 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	As previously stated, my family and I reside on Mourning Dove Ln in the Enclave neighborhood just west of Wauwatosa Rd. My children will soon be attending Wilson Elementary School. I would allow them to walk or bicycle to school, however there is no safe way to cross Wauwatosa Rd from our neighborhood. The nearest crosswalk is to the north on Mequon Rd, however there is no safe way to get there due to the lack of bike lanes or sidewalks on Wauwatosa Rd. This, accompanied with the excessive vehicle speeds that seem to be an ongoing issue on Wauwatosa Rd, create a high level danger for any pedestrians or bicyclists. With over 100 homes being built in the last few years in this area (soon to be more with the addition of the second Enclave neighborhood, and the new subdivision on Swan Rd), improved safety on Wauwatosa Rd would be highly beneficial in improving community member access to schools and surrounding businesses.

762	Sep 08, 2024, 05:55 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Country roads (such as Freistadt) are increasingly used for commuters. So dangerous with all the intersections. Bikers and walkers have little room on the shoulders. Trail crossing Mequon rd design hasn't proven to be much more safer than before. Really should be bridge. Speed limit on Mequon road should be decreased by trail. People driving 5-10 miles over speed limit all the time.
760	Sep 08, 2024, 04:54 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I would love to see the sidewalks and weed control/landscaping extend to our neighborhood entrance on Swan Road from Mequon Road.
759	Sep 07, 2024, 10:02 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Lines of communication between citizens and government regarding pedestrian and bicycle safety problems are not good.
758	Sep 07, 2024, 06:35 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Not enough off street paths by neighborhood
756	Sep 07, 2024, 04:09 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The privacy of the side roads make them enjoyable to walk. No sidewalks are necessary. No street lights are necessary in many locations. Most neighborhoods and roads are already perfect
755	Sep 07, 2024, 02:36 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	We have great cycling, but minimal to no protected bike lanes
754	Sep 07, 2024, 01:54 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	North-South via Interurban lacks consistent maintenance attention. Additional bench/picnic table interspersed. No "safe bike route" signage suggesting neighborhood exploration.
753	Sep 07, 2024, 12:52 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I think we need better access to the bike lanes. We live on Kathleen lane and have no designated sidewalk to access the bike lane but instead gave to walk on the shoulder of cedarburg rd which cars drive too fast on.
751	Sep 07, 2024, 11:35 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Appreciate the design and crossing of Mequon Road in the Town Center. Bikers seem to wait for traffic to slow which is appropriate.
750	Sep 07, 2024, 10:57 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Not enough off-road trails/paths (sidewalks) to safely ride/walk to Interurban trail to use actual trail. Roads, like Highland Rd too narrow to safely walk/ride.
749	Sep 07, 2024, 10:20 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Connectivity should be improved Interurban Trail is terrific to connect communities!
748	Sep 07, 2024, 10:00 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The fact city government is asking for comment and input indicates it is concerned and sees value in improving quality of life infrastructure within the city. I think this is great. Although the crossing of the interurban trail at Mequon has been improved I often see drivers not stopping. Has adding crossing lights like those where the trail crosses Pioneer Road been considered or reducing the speed limit or adding a video camera to record what is happening. It is my understanding that since Mequon Road is a state highway, WisDOT would need to approve any improvements and given how bureaucratic the DOT is getting them to approve changes is a challenge.
746	Sep 07, 2024, 08:48 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	bikers/walkers crossing busy streets like Mequon Rd is not currently safe
744	Sep 07, 2024, 08:42 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The roads in Mequon and Thiensville are too busy for children or adults to be biking on. We need off-road paved trails that connect the west side to parks and trails. It's a death wish to bike on our roads and Mequons west side has no safe off road trails.
741	Sep 07, 2024, 07:21 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I see many people biking on Range Line and Donges Bay. I wish there were bike lanes to keep them safer. It would also be great to feel safe walking on these roads. Would also be great to have trees along the Interurban trail.
740	Sep 07, 2024, 06:11 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Better than when first moved to MQN in. 2001 but would like to see additional improvements. Also please add sidewalk or bike path on Swan between Donges Bay and County Line (near new subdivision that is being built). Please plow bike path on Swan. Would love plowing between Brighton Ridge and Knightsbridge subdivisions.

739	Sep 07, 2024, 02:30 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	In the County Line area, there is NO way to connect to safer walking streets.
738	Sep 06, 2024, 10:01 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	There's no access from our community/home to safe biking trails/roads/sidewalks. The interurban trail is really convenient, and it seems well-utilized - I wish we could access it.
735	Sep 06, 2024, 09:02 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	East-West travel is the most difficult to connect with Inter-Urban trail. West on Highland or south on Range Line are the best routes and both have significant challenges with safe sharing of the road with vehicles. Highland cars travel too fast with no divided lane. Range Line is too narrow with no bike lane markings. The city should consider a special walk/bike bridge at Donges Bay with less traffic and slower speeds.
734	Sep 06, 2024, 08:43 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Needs to be updated to meet demands of increased traffic. Recent projects show a lot of improvement to the west side by the public market, so similar ones would be beneficial
733	Sep 06, 2024, 08:42 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Need more biking lanes. Certain areas of the Ozaukee interurban trail are well connected (Mequon), others not so well (Cedarburg)
732	Sep 06, 2024, 08:22 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Interurban crossing at Mequon is not working.
730	Sep 06, 2024, 07:22 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Great improvement on Mequon Rd with the brightly colored crossing. The crossings in Thiensville are nice with flashing lights.
729	Sep 06, 2024, 07:05 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The interurban trail is really nice. Some roads have adequate shoulders to ride safely. But many roads simply need wider shoulders at the bare minimum and dedicated bike lanes would be fantastic.
728	Sep 06, 2024, 06:59 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Generally good, some areas north of Mequon rd have a narrow path making it feel unsafe to pass when biking with a kids trailer.
726	Sep 06, 2024, 06:37 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	People driving go too fast Packs of cyclists block an entire lane
725	Sep 06, 2024, 06:24 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The interurban trail crossing of Bonniwell is dangerous. East bound traffic crests a hill just prior to the bike crossing. Traffic doesn't see bikers until it's almost too late. I fear a fatality or serious injury at that location.
724	Sep 06, 2024, 06:19 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Where there is a wide enough shoulder area to have some safe separation from vehicles
722	Sep 06, 2024, 05:50 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Not much thought to getting to the existing trails. I was also disappointed with the recent Port Road rebuild south of Donges Bay not including more provision for bikes, though I will admit the Bayside portion is worse.
721	Sep 06, 2024, 05:38 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Our town is too spread out to be a walkable, bikeable town. People who want that should move to Whitefish Bay, or Thiensville.
720	Sep 06, 2024, 05:37 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The interurban trail and the sidewalks along Mequon Road provide a good backbone of safe bicycling areas, separated from automobile traffic. I think that is working well. I would like more bicycle lanes or shoulders on roads west of Wauwatosa Road. Right now, the rural roads on the west side are not well suited to keeping bicycle and automobile traffic separate. That's not working well.
719	Sep 06, 2024, 05:36 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Rude, inconsiderate bikers.
718	Sep 06, 2024, 05:32 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Major roads are dangerous and segment off the ability to travel beyond neighborhoods.
714	Sep 06, 2024, 05:27 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Bicyclers do not abide by the rules of the road. They think they have the right of way and do not have to stop at stop signs or lights. There needs to be enforcement of bikers not obeying the law.

713	Sep 06, 2024, 04:56 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The bike trail (interurban) is great before dark. Please put up lights. It's very unsafe after dark. The cross streets all need flashing lights and better signage.
712	Sep 05, 2024, 07:46 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Love the access to local businesses and ease for exercise! Just would like a little safer crossings and a way to slow down traffic.
711	Sep 04, 2024, 07:40 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Feels disjointed. Can't easily or safely get across the community outside of a few developed areas.
709	Sep 03, 2024, 10:25 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The Interurban Trail is great. Adding a bike bridge over the Milwaukee River at River Road would make it easier to bike to the businesses on North Port Washington Road.
707	Sep 03, 2024, 10:58 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Our street lacks any space (no sidewalk) or street infrastructure for safe walking and bike riding. Our street is way TOO OFTEN used as a cut through, despite having the safety building on our street. The intersections need stop signs and/or speed bumps. Cars drive way too fast, the street lacks stop signs and other measures to decrease speed. I have young elementary aged children (now 5 & 6) and I am in fear of them walking and riding their bikes alone when they are old enough. It is very unsafe and makes Mequon less desirable for young growing families.
703	Aug 31, 2024, 08:43 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	What is not working well is the lack of infrastructure. There's only sidewalks of the busiest of roads, and even then the sidewalks don't always run along side the entire road, leaving people like myself to walk along the side of the road when necessary. There also isn't much lighting on sidewalks which make them dangerous at night. The Ozaukee Trail is nice, and I feel like the area could benefit from an increase in more trails like it. It does not seem like there is any cycling infrastructure outside of the trail, leaving cyclists to ride dangerously in the road, especially roads that don't have lights.
702	Aug 31, 2024, 05:34 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Where roadways cross the interurban trail is not highly visible to drivers and they don't slow down to look especially going past the Cheel (Thiensville) up the hill at Buntrock. This is an accident waiting to happen.
701	Aug 31, 2024, 12:36 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I love to bike (and walk/run) the ozaukee interurban trail, but the roads are for cars. When I come to a trail/road intersection, the cars should have the right of way. That is why we as bikers/pedestrians have a Stop sign, and the cars do not. Stop creating an environment where cars all stop to let bikes/walkers cross the road. We as a society need to be capable of crossing the roads made for cars (with rush hour being a potential exception).
699	Aug 31, 2024, 10:08 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Mequon-Thiensville needs to install signage to help residents whose corner property has 1 sidewalk on the side and no sidewalk upfront of the property to alert no bikers, walkers, strollers & dogs should cut the corner of the intersection of the 2 roads leaving tires (car too turning a sharp corner) marks left by them. It results in the corner no longer leveled which posed those who follow to cut that corner to fall when walking or biking on that corner.
697	Aug 31, 2024, 08:11 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	With all the new apartments and restaurants in Mequon road traffic there is a lot of pedestrian traffic on Buntrock north of Mequon rd as well as Division st. Someone is going to get hit by a car. We need sidewalks. Children ride bikes. Moms push strollers. Many people walk dogs.
695	Aug 30, 2024, 05:33 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	With all the added residential units in the new development area in "downtown" Mequon, and the surrounding/existing residential area there are many adults and kids who are using public streets as pedestrian ways. While this is "usually" not a problem there are certain times of day (primarily morning and afternoon commute times) where there is a conflict between cars and pedestrians due to volume of both. In this scenario what is not working is the lack of sidewalks, or designated walking paths on the street. A lot of people walk to the Inter Urban Trail, and once there they are safer. The trail is a huge asset to the community.

694	Aug 30, 2024, 01:37 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The whole premise of this survey seems to assume that we have to make all these special accommodations everywhere for pedestrians and especially cyclists. Streets are made for motorized vehicles. I am concerned at the insistence of municipalities to convert streets into all-purpose paths with dedicated bike lanes or trains running down the middle. All this takes up space needed for motorized vehicles to use the roadway. We don't need to lose lanes of car traffic. (Why expand I-43 then.) What I would like to see is better maintenance of the roadways we do have, and common sense awareness by residents who use them for walking or biking—stay to the side, make room for cars to get around you, etc. I've seen way too many people regard roads like foot or bike paths. If we heed common sense we'll all enjoy the roads together, and we can put that million dollars toward something else everyone needs, like police and fire protection.
692	Aug 30, 2024, 10:53 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	In my minds eye, the only pedestrian infrastructure in existence are stop signs, traffic lights and the flashing lights a pedestrian can activate alerting vehicles to stop. This is common sense and safety conscious. Where none of these exist, a pedestrian stepping into a cross walk is given as the reason for a vehicle to stop. This works fine until it doesn't. I've observed pedestrians attempting to cross streets mid block (in Thiensville and Cedarburg) with drivers stopping to allow them to cross with the drivers in the other direction unaware of a pedestrian attempting to cross. This has gone too far. Biking infrastructure: More off road availability is good and safe. Connecting off road to off road paths is good.
691	Aug 30, 2024, 09:14 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	We only really have one dedicated bicycle path - the Interurban trail. How are we supposed to get from the East side to the West side? Mequon Road? In my view this doesn't present a safe path.
690	Aug 30, 2024, 08:42 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I'm glad you're looking at improvements. In general, neighborhoods are like islands because there aren't always good paths interconnecting them. Sidewalks are nice to have, but paved bike paths are much better for actually traveling around the area and would encourage much more activity.
689	Aug 30, 2024, 08:23 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I love our local biking & hiking options. More is always better.
688	Aug 30, 2024, 07:51 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	yellow bumps at pedestrian crossings are difficult to go over with a walker. I know it is a universal sign, but they are not good! also, see comment on Mequon rd intersection, above.
685	Aug 29, 2024, 10:07 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The north south bike path is wonderful. It could stand some better bridge maintenance.
684	Aug 29, 2024, 09:52 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Great start, like the new Mequon road inter urban trail crossing.
681	Aug 29, 2024, 06:50 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	WE need to be more aggressive in enforcing our traffic laws for both the cars/trucks AND the cyclists and walkers.
680	Aug 29, 2024, 06:20 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The broader Milwaukee area is familiar with the interurban trail. It's an asset to Mequon/Thiensville. The interurban trail is well-maintained, but the view of properties on Main Street are unsightly. It would be nice if the trail was more integrated into the businesses along Main St.
679	Aug 29, 2024, 05:04 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	It's above average and great. Majority of issues I experience are caused by reckless or uninformed vehicle drivers, cyclists and pedestrians who do not follow laws, signage and common sense/courtesy
678	Aug 29, 2024, 04:50 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Lack of sidewalks in neighborhoods

			North Buntrock Avenue has many walkers and bikers, and is dangerous for drivers and pedestrians given the lack of a sidewalk or trail from the Mequon Road intersection going north.
673	Aug 28, 2024, 10:39 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Trails from the Mequon Town Center to the Mequon Nature Preserve should also be a priority.
671	Aug 28, 2024, 01:02 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Traffic light buttons are good. Need more flashing signs at crossings. Maintain trails so they are smooth like in places like Slovenia in Europe. We have too many bumps and cracks and some potholes. Diligent inspections and maintenance would be good!
668	Aug 27, 2024, 09:15 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	No sidewalks on side streets
667	Aug 27, 2024, 08:46 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Plan for a community wide grid of trails.
666	Aug 27, 2024, 04:50 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I use the OZ Interurban for exercise and being outdoors. I love that I can bike as far as Port Washington (and beyond) as well as downtown Milwaukee and anywhere in between. I am grateful that the trail north of Highland Rd was moved behind the power station. Much safer. I would like to see improvements around the gates we have to maneuver around before and after the railroad tracks north of Highland Rd. I understand the need for it. But I wish it were bigger or wider. It's also difficult to get momentum to go up the hill going south after going through the gates. It's difficult to control the speed going down the hill as well when traveling north.
664	Aug 27, 2024, 09:12 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Not enough signs and safe crossing over mequon rd
663	Aug 26, 2024, 10:32 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Interurban trail crossing at mequon road is dangerous. For some reason pedestrians don't seem to want to push the buttons to light the crosswalk signs at the bump outs in Thiensville. Bikers can be rude, blocking traffic riding two abreast, not stopping at stop signs, etc.
662	Aug 26, 2024, 09:41 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	It would be nice if bicyclists would understand that some of us like to use the bike path to walk. Many are respectful, but a few seem to think that the path is mainly for cyclists.
660	Aug 26, 2024, 09:23 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Love the Interurban trail but the access to it via Division Street has room for improvement, especially around the railroad tracks.
659	Aug 26, 2024, 08:11 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Need to consider a safer way to cross mequon road. A pedestrian bridge would be amazing. Too busy of a road with so much going on and cars are so fast. Using the lighted intersection by the market would be very helpful to slow traffic down. Additionally, cars drive so fast on roads that have 25mph speed limits. Consider increased ticketing and speed monitoring.
658	Aug 26, 2024, 07:46 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	New crossing at MQ road does not feel safe. Its not intuitive. Local residents are confused both driving thru and crossing. Too much construction and other visual impediments that distract from people crossing. Lots of non-resident traffic. Should be better signage, education and clearing of visual impediments at crossing. It's a 40 MPH roadway that doesn't feel well controlled by local authorities. If there is an incident, there is potential for serious injuries. Don't forget the constant flow of tankers that stop at tracks while vehicles zoom by with extremely limited sight leading to crossing. Division crossing at Buntrock... I have no qualms about the emergency vehicles (lights /no lights) that rip up and down Buntrock, they have a job to do. However Buntrock is used as bypass for Main St. and average speeds are well over 35. Vehicles constantly stopping short/ skidding at division to avoid children cutting thru. Crosswalk/signage/speedbumps, something needs to be in place.
656	Aug 26, 2024, 04:11 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Explained already that there are places where there is simply not enough attention given to the crossing for drivers to stop

652	Aug 26, 2024, 12:30 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Lack of safety, disrepair of path, unsafe crossings of major streets.
651	Aug 26, 2024, 09:45 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I see us becoming just a walking/ biking community-no cars it's just too dangerous. Great restaurants but no parking. Where Foxtown is located, everyone I believe wants a community where you can do all things in one place without a vehicle and that is great but what do you do if you need to drive a car to function or get through that area from one area to another. Cedarburg is almost there as well, you can hardly drive down the main road, I always go around no matter what. Downtown Thiensville is the same, but even more dangerous. Thank God they put reflectors on the islands now so you can see them! No turning lanes, so if someone needs to turn in somewhere, everyone has to wait behind them, causing long delays or traffic jams and then what do you do if an emergency vehicle needs to come through-nowhere to move over. You would think that would be a priority in the planning.
649	Aug 25, 2024, 10:41 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Need to make major corridors safer to traverse for walkers or bikers. Feel that there are few safe bike paths and need sidewalks in some areas for walkers.
648	Aug 25, 2024, 08:13 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	We live in Orchard Highlands. There is no safe connection to the interurban trail or to Lakeshore Middle or Donges Bay. These are the 3 main uses we would have for bike riding and they are all horribly unsafe for kids.
646	Aug 25, 2024, 07:52 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Single file signs on Green Bay road are not effective. Bikers still ride 2x2. Stop signs on the interurban trail are often ignored by bikers. Violators should be cited just like automobile drivers.
644	Aug 25, 2024, 05:47 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Working- inter urban trail is well kept, snow removal, grass cut etc. not working well- streets narrow shoulders and drivers not obeying rules
643	Aug 25, 2024, 02:12 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	It's not bad if you're an experienced road cyclist, but would help more people bike if connectors had better pavement and wider, marked bike lanes.
641	Aug 25, 2024, 12:14 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The accessible crosswalks are much welcomed. We need some form of sidewalk along Freistadt Road in Thiensville.
640	Aug 25, 2024, 11:44 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Dangerous to walk on Buntrock Road
638	Aug 25, 2024, 09:31 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Safer crossing on busy intersections
637	Aug 25, 2024, 08:34 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Flashing crosswalk on inter urban trail. Drivers can't see people coming up on crosswalk or know if they want to cross or are waiting. Some drivers stop and some don't. Sunset causes glare and hard to see when driving westbound.
636	Aug 25, 2024, 08:18 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	No safe place for middle schooler to cross mequon road.
635	Aug 25, 2024, 06:29 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The safety getting to the paths and destinations like pool, parks, retail, library and restaurants. The cross walks in Thiensville aren't safe. Walkers, bikers (kids and families) are stuck at those crosswalks on Main Street because cars fly through or won't stop. Main Street needs more button lights like the one by Shully's. Division t is also high foot and bike traffic. With families trying to get to the bike bath to walk to the library, parks, pool, restaurants and retail areas.
628	Aug 24, 2024, 02:02 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I think the Ozaukee Trail is good as is. My biggest concern is the crosswalk on Mequon Rd by the Piggly Wiggly. I think the speed limit is too high for that area with the trail intersecting it. I don't want to advocate for a lower speed limit because most people won't want that. I would rather see an overpass for pedestrians to cross Mequon Rd.
624	Aug 24, 2024, 06:35 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Many roads east to west that are smooth enough to ride on are great. There are a lot of north/south connecting roads that aren't smooth enough to ride on or don't have a bike lane. It makes it difficult to ride a fully safe route.

623	Aug 23, 2024, 05:38 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Main Street used to have more space for bicycles before the restructuring. Current conditions are unsafe for cars and bikes. There is not enough room for safe road share. Perhaps flashing stop signs as bicyclists RARELY stop at stop signs. I live on a corner with a stop sign and, nope, they do not stop.
616	Aug 23, 2024, 08:46 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	improve safety at interurban trail crossing at mequon road. having the interurban trail is fantastic.....keep up the good job on that.
615	Aug 23, 2024, 06:32 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Progress has been made, continue to push more investment to make roads and trails safer and well maintained
613	Aug 23, 2024, 05:43 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Too many bikers hogging the roads. Need more bike lanes/paths
612	Aug 23, 2024, 04:58 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I'm surprised how well the public market crossing is working however I would have preferred a bridge even with the added expense. I still don't feel the area is as safe as it could be. More connector trails with signage and easy to locate information about them. Most I have found have been by trolling neighborhoods in my car when I know I want to go someplace by bike or foot
609	Aug 22, 2024, 07:45 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Interurban trail is great and I love the north/south access to those adjacent communities. I do wish there were safer access routes to the trail. I live very close to the trail but find it wildly unsafe to get there due to the volume of traffic and lack of safer access.
608	Aug 22, 2024, 06:53 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Need more signage in Division street in Thiensville or a sidewalk
606	Aug 22, 2024, 06:17 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	too many motorized bicycles on interurban trail, AND bicycle riders do not always announce themselves as they are getting ready to pass you
604	Aug 22, 2024, 06:09 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Thiensville doesn't have sidewalks really anywhere besides the Main Street and more would be nice considering the events at village park and the inter urban trail needs a solid update and would be nice to connect it to neighborhoods more. I just think we could have more considering other suburbs I've visited in IL, CO, UT, GA, MN that have wonderful updated paths. I'm also an advocate for more lighting overall.
603	Aug 22, 2024, 03:55 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Crossing at Mequon and Buntrock is pretty busy. Coming down Buntrock at busy times is intimidating for kids and dog walkers. Lots of pot holes by railroad tracks. Are cyclists stopping when they have a stop? Frequently no
602	Aug 22, 2024, 02:43 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The bike trail crosswalk between the Piggley Wiggley and the legion is very unsafe. There are so many things cluttering that crosswalk that you don't notice anyone in it until you are right on top of it. Riders expect you to stop, but they are not prepared to stop themselves. The speed limit is in the 40's. That means people are driving 50 and talking on their phones. Same in Thiensville on Green Bay Road between 143 and 146. Even with the lights flashing people don't stop. I have almost been hit so many times I lost count. They are all on their cell phones. Then the pedestrians and bikes cut through the private parking lot. So many close calls ! There is a tiny sign marking where te walking path is along side the old bank there. Need a very large sign saying the trail is there, with an arrow pointing down
601	Aug 22, 2024, 01:36 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	crossing on Mequon road is not better it's so confusing
600	Aug 22, 2024, 01:22 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The bike Trail is almost perfectly Maintained. I'm very grateful that they are kept up In the summer and winter.
598	Aug 22, 2024, 12:57 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	There are many more important topics to focus on before considering any tax money on bicycling infrastructure.

597	Aug 22, 2024, 12:07 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Bikers taking up the whole rode going slower than the speed limit and not merging to allow traffic by.
594	Aug 22, 2024, 10:43 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Biggest issue for me is lack of bicycle lanes when I must exit neighborhood streets to connect to other thoroughfares: e.g. Mequon Rd from northern neighborhoods to bike path; Highland Road in order to get to Lakeshore, Green Bay Rd from Highland in order to get to Cedarburg, et.
593	Aug 22, 2024, 10:32 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Most bikers are aware but some speed and do not use commands like on your left. However walkers are not aware of etiquette of bike trails. Perhaps sign on side of route. Also milage signs . I see 6 mile and 14.5 sign the others I may have overlooked.
592	Aug 22, 2024, 10:24 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I think things are working fine. Encourage cyclists to use interurban trail and not Thiensville Main Street. I believe strongly that a bike lane should NOT be developed on Freistadt Road.
591	Aug 22, 2024, 10:20 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The bike path is close for us and nice to use.
590	Aug 22, 2024, 09:37 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Mequon Rd. Crossing shines above the Brown Deer Rd crossing. Exits from the inter urban trail to small (non-major) roadways would be nice. I.e. Steffen, southern side of Mequon rd to Foxtown, like thiensville has on Spring St.
589	Aug 22, 2024, 09:17 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	New bike path crossing on Mequon Road by trail is working well. Not having the crosswalk and street light functional at Western is not working well.
588	Aug 22, 2024, 09:15 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Getting to bike path and park entries from main roads anywhere in town needs to be taken into consideration, even if its just painted lanes. As of now it's more convenient / safe to drive to the bike path, parks or club with or without children. Getting to and from any park from the center of town is a hassle biking as well taking main roads. The goals should be for the town's people not bikers to just bike through to get to and from Cedarburg. There is not much for SCHOOL COMMUTING off / separated from road bike paths from all district areas to their coordinating school, this could or should be made a goal.
586	Aug 22, 2024, 08:01 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The intersection of Mequon/Cedarburg is hazardous! Cars do not yield to bikes. Weston Rd crossing is hazardous. New Interurban crossing needs flashing lights.
585	Aug 22, 2024, 07:58 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Busy intersections that are dangerous for kids. No east-west connection.
582	Aug 22, 2024, 06:21 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Interurban trail provides a safe, scenic opportunity to exercise and enjoy the outdoors.
580	Aug 22, 2024, 02:41 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The amount of people road biking is with little to no safety or courtesy to the cars is ridiculous. We NEED off road trails. And some roads should not allow cyclists I.e. River Rd unless the road is widened and there is an off road trail
575	Aug 21, 2024, 10:25 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I think we need very protected bike lines on certain roads in Mequon. For example, I would love to be able to safely bike on Port Washington Road for brief amounts of time and to have safe bike lines to get to Concordia, using Highland Road from Port Washington Road. I would also love to be able to safely bike to Virmond Park using Mequon Road to the east of I 43 and Lake Shore Drive, but do not currently feel safe biking on those roads.
573	Aug 21, 2024, 10:24 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The Interurban trail is great. It could, however, be replaced in places.
572	Aug 21, 2024, 10:11 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Interurban Trail is great and our openness to making Mequon a biking community is great whether for travel or leisure. Safety is lacking in regards to speed (not enforced), lack of adequate bike lanes, street lighting, and both cars and bikers following the rules of the road (not slowing or moving over when driving, bikers riding 2 wide and ignoring traffic signs)

571	Aug 21, 2024, 10:03 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Ozaukee Interurban Trail is great. Wish there were off street paths to get from main Thiensville neighborhoods east of Green Bay Rd to OIT. Can a connector trail be built to connect neighbors east to west?
569	Aug 21, 2024, 09:48 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Need more protected and/or off-road paths. Not too safe for bikes & peds currently.
568	Aug 21, 2024, 09:48 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The improvement of the crossing Mequon rd on interurban trail is great. Unfinished stop lights at public market is unsafe. Looking forward to that being completed
567	Aug 21, 2024, 09:44 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Ozaukee trail is clean and safe and mequon rd crossing improved and covers north south route. But there is no good ways to go east to Concordia
565	Aug 21, 2024, 09:29 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	If Mequon has a 1 million dollar grant how about providing food or housing assistance for those residents in need. What about the schools, they are always requesting referendums.
562	Aug 21, 2024, 09:03 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Good access, but can always be better.
561	Aug 21, 2024, 08:56 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	All is fine. Too much time and money being spent on this.
560	Aug 21, 2024, 08:55 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Since moving to MT last year I've noted that a significant # of users on the interurban trail do not use or understand good trail and bike etiquette,
559	Aug 21, 2024, 08:54 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Too much wasted \$\$\$ on studies, not enough on existing infrastructure.
554	Aug 21, 2024, 08:21 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The bike path is a great asset to the community
551	Aug 21, 2024, 07:46 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Bicyclists on Mequon Road during rush hour traffic in the evenings really do not have space of their own to ride safely.
550	Aug 21, 2024, 07:27 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Limited walking/bike paths and bike lanes within Mequon/Thiensville. I love that I can bike the Interurban to/from work in downtown MKE and never have to go off the bike path.
548	Aug 21, 2024, 07:05 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Warning lights at pedestrian crossings in Thiensville are excellent, should have more.
546	Aug 21, 2024, 06:31 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	People riding bikes on Green Bay road instead of trail, slowing down traffic.
545	Aug 21, 2024, 06:22 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	We do not have enough traffic calming especially considering the amount of pedestrian crossings we have. I have had to pause bc cars blatantly disregard crossing crosswalks and pedestrian signals. My husband and kids likely would've been killed by a driver had my husband not seen the driver and pulled our stroller back and away from the car. They were in crosswalk with flashers flashing.
542	Aug 21, 2024, 05:56 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Not enough space or dedicated off road paths on busy roads
541	Aug 21, 2024, 05:54 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The Urban Trail seems nice and well used, it would be nice to have a bike lane option on the city streets as well. More pedestrian crosswalks and more obvious to drivers, like speed bumps so drivers can slow down before they get to the flashing lights.
540	Aug 21, 2024, 05:18 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Bicyclists do not let you know they are passing you, they almost drove into my dog.
538	Aug 21, 2024, 04:59 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	There's very little infrastructure other than the interurban trail. High speeds, lack of sidewalks and/or bike lanes, and increasingly distracted drivers makes it feel unsafe.

537	Aug 21, 2024, 04:51 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	That new crossing on Mequon Road is still unsafe!!!
533	Aug 21, 2024, 04:04 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Sidewalks could use upgrading in many parts of Thiensville, Friestadt road could really use sidewalks east of Green Bay. The Riverwalk is great, I'd love to see more "nature trails" like that. The interurban trail is only useful for passing through North/South. There isn't a great way to access businesses, etc off the trail. Have another bike trail system that goes East/West through Mequon, connect East Mequon to the IU trail system. That would also help keep bikers off of Mequon Road.
531	Aug 21, 2024, 03:56 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	It is very hard to get from the interurban trail to Lake Michigan /Concordia safely. Highland Road could really use a separate paved bike path. I'm not a fan of on-street bike lanes because you are still very exposed to drivers not paying attention.
526	Aug 21, 2024, 03:43 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Freistadt road needs a sidewalk and/or bike path between river road and the interurban trail
525	Aug 21, 2024, 03:43 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Vehicles do not seem to respect pedestrians or bicyclists. Often, when a bike or pedestrian are spotted by a motorist, we are seen as an annoyance causing delays.
524	Aug 21, 2024, 03:40 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I think our community is very bike friendly but we need to keep pushing the envelope. More sidewalks are needed overall for walking.
523	Aug 21, 2024, 03:35 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	It seems like e-bikes are becoming more of a safety concern dealing with speed on the interurban trail
522	Aug 21, 2024, 03:34 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The n/s trail is excellent! The groups of bikers and walkers trying to navigate away from it cause issues w cars and safety. I'm always worried about young kids trying to travel east/west thru Thiensville.
519	Aug 21, 2024, 03:27 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The lights are great, however they turn on and people walk out too fast for drivers to react. Need to have a countdown so people give drivers time to stop before getting in the road, and cars can slow down before the cross walk.
516	Aug 21, 2024, 01:47 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Increased sidewalks would help for safety especially when my daughter chooses to walk to bike to school.
513	Aug 21, 2024, 12:19 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	We're oddities for the community but whenever there's a possibility to walk or bike we do. There are good efforts ongoing, which is a reason we settled here. As we age want to be able to safely be able to access non-auto options
511	Aug 21, 2024, 12:10 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	We need sidewalks in all neighborhoods in Thiensville
508	Aug 21, 2024, 10:21 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Division Street between Buntrock and the Interurban Trail is used by as many as 45 people an hour at peak times. The average is between 10 and 12 people per hour. They are pedestrians, dog-walkers, parents with children in strollers, parents on bicycles with children on smaller bikes or on tricycles, care-givers pushing people in wheel chairs, people on skate boards. Pedestrians and bicyclists and others use Division Street to connect the Thiensville neighborhood north of Division and the Mequon subdivisions West of Buntrock (Concord Creek, Heron Pond, Westchester Lakes) to the Interurban Trail, Mequon Town Center restaurants and businesses, playgrounds, Christ Alone School and Church, the Library, and the River Walk. Improved Signage or a bicycle path along side Division Street would be helpful. Contact Alan Siggelkow 262-242-2752 for more input.
505	Aug 21, 2024, 08:34 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Mequon road crossing is very dangerous without the lights that flash as the type they have in Thiensville. Especially for cars and trucks that have not traveled there before. So the walk is Green. It is not something a car sees until it is too late. Please, please put lights there.
504	Aug 21, 2024, 08:00 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	New trail crossing at Mequon road was a great improvement.

501	Aug 20, 2024, 10:33 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	We have a great bike trail that Mequon is lucky to have run through it. We should create greater access for residents of Mequon to access it. This would also allow trail users from other cities and towns to bike through Mequon to spend money at our businesses. Creating a more bike-able city is key to keeping and attracting new people to mequon/Thiensville; however the biking infrastructure is fairly poor today. We now have one child and the thought of having to bike over the Milwaukee River on a narrow sidewalk with busy traffic 4 feet away is not ideal. Many other younger families in our neighborhood of Stonefields feel similarly. In fact, our neighbor crashed her bike while trying to bike with her husband and two children to cafe Hollander due to the limited and less than ideal route to get there from Rudella road.
500	Aug 20, 2024, 02:30 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I love the bike repair stations. The Interurban is great and I ride it constantly. It would prolly help visitors from the Oak Leaf if you put signs directing people to the attractions in M/T. The Mequon Road reconstruction seems to be working well. LOVE THE GREEN PAINT. It's nice the recent graffiti has been painted over. The trail south of Mequon Rd. has a really, really bumpy section that's only about 10' long. You can see how riders avoid it cause it's wearing the grass to the side. I'm looking forward to the connector to Rotary Park.
499	Aug 20, 2024, 01:26 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I use Mequon/Thiensville bike trail an average of 4 times per week, on my bike, an average of 9 miles per day. It is VERY BUMPY. I usually go South now to get on the Brown Deer trail because it is in much better condition, even though Cedarburg and Grafton offer better coffee options. (Cedarburg & Grafton trails aren't much better.) Why can't this be fixed? What is the cost?
498	Aug 20, 2024, 12:54 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The bike trails north and south of the area are fantastic. They just need to be maintained. It is so nice to be able to ride to shopping, dining and entertainment. Some of the paths get pretty damaged. Regular maintenance needs to be factored into funding. Any crossing of more than two lanes are dangerous. I think they require their own controlled crossing, especially Mequon Rd.
497	Aug 20, 2024, 08:10 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	As mentioned for Cedarburg road, the traffic calming features on Main Street make cycling more dangerous.
480	Aug 17, 2024, 01:21 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	not working on Mequon Road is the fact that no one stops for pedestrians and couldn't care about stopping.
476	Aug 16, 2024, 11:02 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Crossing busy streets can be dangerous because traffic rarely yields. Unleashed dogs are a common problem. E bikes, scooters, and other motorized vehicles should not be allowed on the bike trail. The e bikes ruin the experience and discourage people from enjoying the bike trail for physical exercise and healthy living.
474	Aug 16, 2024, 05:48 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The exits where cars are pulling out of stores or pavilions such as the sendiks pavilion in Mequon makes it unsafe for bikers to cross these car paths due to cars not being able to see bikers due to shrubbery or walls in the way.
471	Aug 16, 2024, 02:35 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Just making the rest of Mequon more accessible by bike, aside from the areas clearly accessible from the interurban trail.
470	Aug 16, 2024, 02:33 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Love the bike path!
382	Aug 11, 2024, 07:20 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Need more connectivity.
290	Aug 08, 2024, 05:06 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Love that the Ozaukee Interurban Trail runs through our city and that some of the neighborhoods by us have connectivity for bikes/pedestrians. I wish it was easier to get to the trail and other downtown activities. Biking on Mequon Rd would be hard with our kids.

288	Aug 08, 2024, 01:13 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	It's non existent
287	Aug 07, 2024, 11:05 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I only feel safe biking on sidewalk on our busier roads.
284	Aug 07, 2024, 01:18 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Mequon is, by design, a federation of subdivisions connected by very busy thoroughfares. Consequently, it does not accommodate pedestrians or bicyclists outside of individual subdivisions and people must rely upon their cars to go anywhere. As Mequon and surrounding communities have grown the level of auto traffic has grown as well. Hence, it is not particularly safe to ride on any of the north- south (i.e. Port Washington, Range Line, Cedarburg Rds) or east- west(i.e Mequon, Highland, Pioneer Rds) corridors. Ironically, while we have a beautiful resource in the Interurban Trail, accessing it from anywhere in the city is difficult.
280	Aug 06, 2024, 12:04 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	We need streetlights and side walks!
279	Aug 06, 2024, 09:36 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I really like the Interurban Trail. I really like the layout and how accessible it is. I think some improvements could be made to it though. More bike lanes on the major roads would help but really protected lanes would be even better.
278	Aug 06, 2024, 09:19 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I only find it busy on Mequon Rd and port Washington, and Mequon Rd has a sidewalk already, the side streets are fine to walk and ride bikes as they are not busy.
277	Aug 06, 2024, 08:43 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The Interurban trail is great, but it is difficult to access safely. There is far too much misunderstanding of laws pertaining to right of way at intersections, both with cyclists who think traffic should stop for them and cars who stop for them when they shouldn't.
276	Aug 06, 2024, 08:31 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Need more trails and connections to trails
275	Aug 05, 2024, 05:21 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I love the new crosswalk at Mequon Rd. It would be nice to have some security cameras spread out. It would be nice to have some lights and we would walk up to Foxtown and the Mequon Market in the evening for dinner.
273	Aug 05, 2024, 11:25 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Ozaukee Interurban Trail is fantastic. East/West connection on Mequon Road is terrible and dangerous. No consideration was given to this when we spent all this money to develop the town center. Need an off street multi use path that is safe here.
272	Aug 05, 2024, 10:50 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The Interurban Trail is great, but it's hard to get from there to other places safely and easily.
269	Aug 05, 2024, 08:54 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	New OIT crossing on Mequon Road needs flashing lights
267	Aug 04, 2024, 04:14 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Mequon road sidewalks are a potential hazard when cyclists riding on the sidewalks go through intersections
266	Aug 04, 2024, 09:28 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Current infrastructure prioritizes vehicle traffic over pedestrian & bikes traffic.
265	Aug 04, 2024, 08:00 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The trail crossing on Mequon Rd by the tracks is not working
264	Aug 04, 2024, 08:00 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	not enough space on existing roads for both cars + bikes
263	Aug 03, 2024, 11:02 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Ozaukee Inter Urban Trail is wonderful

262	Aug 03, 2024, 07:32 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Lake of paths and safe routes connecting all parts of Mequon is a major weakness. Improve safety, infrastructure and options and more people will bike and walk.
261	Aug 03, 2024, 06:35 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	love the interurban but it needs to have cracks filled/fixed
259	Aug 03, 2024, 01:53 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I currently don't use the new Mequon Rd / Interurban trail crossing. Instead I exit the bike trail, head west and cross via Buntrock. Once the lights are installed at Weston I will cross there. FYI, the roundabout at Teutonia Ave and Greenbay rd is great. Excellent space, vision, room to keep momentum or stop. Model that next time, of course without the roundabout. Mequon is the gateway of bike traffic from the northshore of MKE heading north or in reverse. There are only 2 routes, Lakeshore Rd (which is in serious need of repaving), or the second route via Rangeline to Countyline to River to Parkview and thru Thiensville to Green Bay north or west on Highland or Bonniwell. The rest of the bike traffic is on the trail or just neighborhood riding. Keeping these 2 routes safe and in good repair and this will continue to drive more bike traffic and more people to coffee shops/restaurants and other events. I would also work with the restaurants along the trail, get people to stop.
258	Aug 03, 2024, 01:28 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Working: Interurban trail is a plus. Personally I ride from Highland to Green Bay, north to Bonniwell, west to Davis Rd/Horns Corners, then north to Cedarburg, West Bend and other destinations north. Also go west out on Bonniwell to other destinations west. Always looking for smooth, recently resurfaced and less trafficked roads for biking. Certain routes could be designated as bike friendly. Not working: Interurban crossing at Mequon Rd is better than it was but a bridge/overpass would be much safer. Definitely need an overpass at Brown Deer Rd. Existing connector trails could be better publicized, eg. Ranch Rd connector at N end of Laguna, paved trail between W Grace & Canterbury. We can do a loop through Mequon/Thiensville from our home in Ville du Parc using those connectors and stay off busy roads for the most part. Should publicize such loop rides as they are family friendly.
257	Aug 03, 2024, 01:25 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	No bike lanes; biking on the sidewalk unsafe for bikers & walkers.
256	Aug 03, 2024, 12:06 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Bike/pedestrian paths are great, but I would like to have the bike path extend from Lemke Park to Council Hills Dr. so we don't have to ride on the road with no paved shoulders. It would be great for the children in our subdivision and O'Connell Lane to be able to ride their bikes to Lemke Park on a bike path.
255	Aug 03, 2024, 12:01 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Donges Bay has great bike lanes which I wish were available on all East-West roads: eg. County Line, Mequon and Highland
253	Aug 03, 2024, 10:51 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Overall vast improvements in last 20+ years have been resident Continued emphasis on neighborhood connector trails and safe designated bike routes with safe crossing at busy roadways... port washington, mequon, Wauwatosa Maintain and improve Connections to other regional trail systems

252	Aug 03, 2024, 10:29 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Hey, I don't like any more traffic lights being added but there still needs to be something done with the updated pedestrian crossing on Mequon Rd, near Industrial Dr. (It will always be Industrial Dr - renaming a street that's been around forever was dumb) before someone gets hurt/killed. What ever happened to the pedestrian bridge idea that would've gone over Mequon Rd to accommodate crossings safely? Clearly that was nixed. What about adding a button for the pedestrians to use that they would push when they're ready to cross that would signal to driver's via large blinking signs that cars need to stop? With all the new cheap-looking subdivisions that are put up around Mequon, one would think we'd have enough funds to put towards safety. For folks like me who've lived in Mequon since Mequon Rd was two lanes, that crossing has always been a problem and now with folks using their cell phones while driving and not paying attention, it's even worse. Someone will get hurt/killed.
251	Aug 03, 2024, 10:20 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	e bikes/trikes are usually traveling at speeds much higher than non-motorized traffic. They do not be allowed on a pedestrian trail while traveling at close to 20 mph!
249	Aug 03, 2024, 09:59 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	daughter sometimes comes to visit. she uses a wheelchair for distances. Buntrock/Mequon intersection is MUCH better with the updated road structure AND the accessible buttons for the crosswalk. We don't have an easy way to see where the bike paths go from one neighborhood to another. An idea for an Eagle Scout our youth group would be to add signs at intersections to let riders know that a bike path is ahead. (We often see Dead End signs - a small notice of 'bike path ahead' would let riders know that they can continue on that route.) This could help more people than you realize!
248	Aug 03, 2024, 09:42 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	overall, I enjoy walking and biking throughout Mequon except at the Mequon Road / Port Washington /I43 intersections. Generally walk three miles a day east of Homestead with no issues. Bike throughout Mequon generally without issues except fast car drivers who don't know the laws regarding cyclists and don't give them any room when passing. Also, cyclists need to also follow the laws.
247	Aug 03, 2024, 09:35 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Mequon is not hostile to non-vehicle transportation, but you always feel out of place walking or biking. Drivers do not expect you and often over compensate in dangerous ways. Thiensville is pleasant to walk through- sidewalks make a huge difference.
246	Aug 03, 2024, 08:45 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Refusal to widen bike and pedestrian routes
245	Aug 03, 2024, 08:35 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Better brighter Signage. Increase of inattentive drivers causing more safety issues.
244	Aug 03, 2024, 08:27 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The way people use the roads, and the number of people doing so, has just gone up. Sidewalks on main roads, which I know are impossible, would be such an added benefit. Are there some key roads where they could be added, or where roads could be widened to better accommodate cars, bikes, walkers, dogs, etc?
243	Aug 03, 2024, 08:18 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	No walking trails to connect neighborhoods and minimal trails off major roads to walk.
242	Aug 03, 2024, 08:16 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Not enough trails connecting neighborhoods
241	Aug 03, 2024, 07:44 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	bicycle lanes are lacking
240	Aug 03, 2024, 07:38 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	more off road trails
239	Aug 03, 2024, 07:14 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Maintenance

238	Aug 03, 2024, 07:11 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Traffic in most neighborhoods is currently funneled to limited streets, making walking on shoulders dangerous. Better planning of neighborhoods where numerous points of access, such as a grid pattern, exist would help. However, in the currently existing environment only off-road sidewalks would be used due to traffic volume & patterns.
237	Aug 03, 2024, 06:48 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The OIT is a great asset.
236	Aug 03, 2024, 02:31 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Access to safer environment (bike lanes) would be beneficial. Interurban trail is wonderful.
235	Aug 03, 2024, 01:46 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	There needs to be better markings for biking everywhere. If you have problems selling it to residents, then remind them that wheelchairs can utilize many of these same trails.
234	Aug 02, 2024, 10:04 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	too narrow of a path designated for bikes / pedestrians
233	Aug 02, 2024, 09:52 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Mequon crossing is better but cars don't yield to bikers. Time the stop lights to allow better access
232	Aug 02, 2024, 09:42 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	bikers do not stop at stop signs do not ride single file use hand signs
231	Aug 02, 2024, 09:09 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The interurban bike trail is wonderful and always well maintained.
230	Aug 02, 2024, 09:09 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Mequon needs many more sidewalks. There are too many distracted drivers speeding in 6,000 SUVs.
229	Aug 02, 2024, 08:49 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	We moved here from a very walkable community. In Mequon there are lots of good stores and shops but they are designed for you to get there by car only. You take your life in your hands walking or biking across busy streets with few intersections and the street/sidewalk/parking design is very pedestrian UNFRIENDLY . We need more monitored crosswalks (or a pedestrian bridge over Port Rd), more street scape, benches Thiensville is more walkable. Also we need a paved path from the library to the bike trail. The current path, from the library, which ends in a mud puddle and then turns to the side street, is too narrow and dangerous and doesn't lead directly to the bike path.
228	Aug 02, 2024, 08:44 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The city center is a nightmare. Signs, stripes, bikes, heavy traffic, turn lanes. Why isn't the trail traffic directed to the nearby light - and have right on red limited. As a driver, I avoid that area, the redesign is a fail.
227	Aug 02, 2024, 08:42 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Any new roads need to be built wider to allow for bicycles. Or sidewalks need to be included whenever there are plans to improve roads. Basically always think about other forms of transportation (besides cars) whenever there's road construction/improvements.
226	Aug 02, 2024, 08:33 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	MEQUON ROAD. Accident waiting to happen!! Too busy to notice bikes.
224	Aug 02, 2024, 07:45 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Need to slow vehicles. Need vehicles to stop at stop signs. Need more bike lanes. Landscaping crews with trailers get to close to cyclists.
222	Aug 02, 2024, 07:16 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Not enough trails connecting to interurban trail.
221	Aug 02, 2024, 07:04 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Need to develop restaurants and destinations on mequon road not just town center. No where for east side residents to walk to.
220	Aug 02, 2024, 07:01 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	East Mequon is in desperate need of sidewalks and bike lanes. Some areas need better speed enforcement, maybe speed bumps or roundabouts. It seems West Mequon had more bike lanes despite a lower population.

219	Aug 02, 2024, 06:55 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Just need to continue. Also make the master plan more accessible on the website. I can't find it.
218	Aug 02, 2024, 06:53 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Projects like the Rotary Park to Interurban Trail being pushed through behind the veil of government bureaucracy is NOT working
217	Aug 02, 2024, 06:43 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Most intersections on busy roads are not pedestrian friendly. The new Pioneer Rd. bridge over I-43 is less pedestrian friendly than the old one. Straight streets such as Lake Shore Drive, Donges Bay Road, La Cresta Drive desperately need speed control measures- speed humps, please.
216	Aug 02, 2024, 06:02 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Infrastructure does not exist in Mequon - Thiensville. If you think it does, then please visit any northern European city where public transportation is available and is used by all people of all ages. Support healthier cleaner non-automobile means of transportation and recreation. Time to consider the health of the environment and the benefits to people.
215	Aug 02, 2024, 05:42 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	I love the upkeep on the Mequon section of the Interurban and am excited about connecting to Rotary. Ozaukee County has done a horrible job with Interurban trail north of Port. Very sad. I understand there is an improvement plan in the works. But Mequon needs much more thoughtful planning for road bike lanes and/or paths. Most roads are very unsafe for cyclists.
214	Aug 02, 2024, 05:42 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The intersection of Mequon Rd and the Interurban still isn't safe. Cars rarely slow down or stop, despite the law and the signs.
213	Aug 02, 2024, 05:42 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Crossings at arterials are unsafe. I've almost hit users on the Bonniwell/inter urban trail multiple times due to posted vehicle speed and poor site vision triangles. Consider clearing trees/tall grass so vehicles can see trail users. Obtain easements if needed. Post stop signs for trail users.
210	Aug 02, 2024, 05:18 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Hard to get to bike trail, no bike lanes
209	Aug 02, 2024, 05:17 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	The roads are not well designed for biking. Wider roads would be great, and bike lanes , especially around schools
208	Aug 02, 2024, 05:16 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Biggest concern is crossing Mequon rd at oak leaf trail. City could do a better job trimming trees on Mequon rd.
207	Aug 02, 2024, 05:09 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	Linking between trails (if you're away from the interurban) can be dangerous - I'm confident but my wife is scared of sharing a non segregated road for even a short while. Plus it would be good to be able to create a bike trail network that isn't just up and down the inter urban
205	Aug 02, 2024, 09:31 AM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	disconnected. Need to bring isolated subdivisions connections to parks and other subdivisions.
204	Aug 01, 2024, 04:38 PM	What do you feel is working/not working well with our pedestrian and bicycling infrastructure?	We need more trails, bike lanes, connections between neighborhood, and Interurban spurs

53. How long have you lived in Mequon or Thiensville?

Number | Skipped: 151 | Answered: 236 (61%)

18

Contribution 236 of 236 | September 10, 2024

32

Contribution 235 of 236 | September 10, 2024

8

Contribution 234 of 236 | September 10, 2024

30

Contribution 233 of 236 | September 9, 2024

6

Contribution 232 of 236 | September 9, 2024

35

Contribution 231 of 236 | September 9, 2024

25

Contribution 230 of 236 | September 9, 2024

28

Contribution 229 of 236 | September 9, 2024

21

Contribution 228 of 236 | September 9, 2024

6

Contribution 227 of 236 | September 9, 2024

20

Contribution 226 of 236 | September 8, 2024

5

Contribution 225 of 236 | September 8, 2024

35
Contribution 224 of 236 September 8, 2024
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Contribution 223 of 236 September 8, 2024
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Contribution 217 of 236 September 8, 2024
Showing 20 latest contributions only. Please see the data results for all contributions to this question.

54. If you have any additional feedback, please share below:

Long Text | Skipped: 262 | Answered: 125 (32.3%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

ID	Date Submitted	Question	Contribution
813	Sep 15, 2024, 06:13 PM	If you have any additional feedback, please share below:	Connecting paths to form a network is critical to the success of any improvements made.
812	Sep 12, 2024, 02:52 PM	If you have any additional feedback, please share below:	Whatever you see in Milwaukee, don't do it! I've hit the concrete at an intersection because it's impossible to see when you are at a red light. Last week I drove around Kilbourn, Milwaukee, and Wells, and half the time I couldn't tell if I was where I was supposed to be. I figured out I was in the parking lane when the car in front of me wasn't moving. Sixth street is a \$30 million joke. With a few exceptions, education is more important than what gets built. As a biker and pedestrian I see drivers do crazy things. As a driver, I seen bikers do crazier things. In Thiensville my recommendation is that if the stop signs aren't going to be enforced, take them down in residential areas. Better to have intersections uncontrolled than give a false sense of security to the walkers, bikers, and drivers who supposedly don't have to stop.
810	Sep 10, 2024, 05:56 PM	If you have any additional feedback, please share below:	Thank you!
808	Sep 10, 2024, 09:18 AM	If you have any additional feedback, please share below:	The park along Cedarburg Rd across from the Towne center and surrounding the Isham house needs trash receptacles along the river. People constantly leave their trash and their dog waste bags.
806	Sep 09, 2024, 08:06 PM	If you have any additional feedback, please share below:	Property values will go up around the schools even more if there are safe ways for kids to walk/ride bike to them on their own. The obvious area is range line and donges bay where you have 4 schools and including the Catholic school and the req department all near each other.
805	Sep 09, 2024, 07:59 PM	If you have any additional feedback, please share below:	I love that we're trying to do more here!
804	Sep 09, 2024, 07:52 PM	If you have any additional feedback, please share below:	I have filled out the complete survey .. but wanted to mention Who and how did you let residents know about this survey ??? I didn't know a thing about it It was a friend of mine who knows I ride bikes, and that this would be important to me Forward the email to me Where did you publicize/advertise this matter.... Makes me wonder how many people didn't know a thing about this !!! Possibly extend the deadline.... have more public notices Never got the green postcard!!! Good luck with it all
803	Sep 09, 2024, 02:25 PM	If you have any additional feedback, please share below:	Remind cyclists to share the path with each other.
800	Sep 09, 2024, 10:54 AM	If you have any additional feedback, please share below:	E-bikes, especially those with a throttle or non-pedal assist need to be addressed on our pedestrian path... they travel at too high of speeds for the safety of walkers, dogs on leashes, bikers, children on bicycles, Stronger guidelines, and they knowing they should yield to Othersnot sure how to enforce it possibly License/safety classes with purchase required Try a few Creative service announcements/billboards Just asking people to show kindness to others ... Slow down ...take time Breathe slowly Try kindness vs Righteousness We want to maintain a nice, safe place to enjoy and live in More public awareness regarding cyclist do have the 3 foot right of way from the white line... Share the road Pass correctly

795	Sep 09, 2024, 09:05 AM	If you have any additional feedback, please share below:	The sidewalk on Range Line Road and Mequon Road needs to be addressed. The concrete is broken, there is loose gravel, and it is also very narrow. There are also many branches on bushes/trees I cannot get through with a stroller or bike.
786	Sep 08, 2024, 10:15 AM	If you have any additional feedback, please share below:	Great idea. I think this can only improve the community. We are happy to pay taxes to make this possible. Key is to slow down the traffic.
784	Sep 08, 2024, 09:48 AM	If you have any additional feedback, please share below:	although somewhat hilly to Pilgrim Road in Germantown. Although I believe an off road paved bike path from 76th & Mequon Road to Pilgrim Road in Germantown would be the best option since it's flat and easier access from all subdivisions in Mequon. If you were to consider linking Donges Bay Road to Pilgrim Road in Germantown, the subdivisions long Mequon Road would have to ride through Knightsbridge and Brighton Ridge to access the bike path on Swan by Huntington Park and then head west on Donges Bay until reaching Pilgrim Road to accomplish linking up the communities. Perhaps this should be discussed and paid for by all the communities because many Menomonee Falls, Germantown, & Sussex residents would really enjoy riding their bikes to the lakefront on our Interurban Trail/Oakleaf Trail and to Cedarburg, Grafton & Port Washington. Just by having a paved 5 mile off road bike path on Mequon Road or Donges Bay Road to Pilgrim Road in Germantown would link up 3-4 different communities and could be enjoyed by all. There are so many residents in Mequon in the 50- 75 age group that ride e-bikes during the day that would thoroughly enjoy riding both trails and enjoy all these wonderful communities. It's a win win proposal by just adding a five mile stretch of an off road paved path to Germantown! I believe this may have been discussed over five years ago. Now, with so many retired residents with e-bikes which will only get
780	Sep 08, 2024, 09:24 AM	If you have any additional feedback, please share below:	Thank you for this survey!!! Glad you are asking these questions. Great survey
771	Sep 08, 2024, 08:50 AM	If you have any additional feedback, please share below:	The new crossing at Foxtown is NOT safe. There is too much to watch out for (train crossing, semis stoping) and watching for bikers. And walkers trying to cross.
767	Sep 08, 2024, 08:17 AM	If you have any additional feedback, please share below:	As more young families move to Mequon there is a need for investment. People are willing to pay reasonable taxes so that the city can expand pedestrian safety and services like trash removal, fire department, sidewalks and street lights that are common in small cities. These amenities shouldn't be left to individual homeowners associations. It's inefficient and builders go cheap on amenities which are then difficult for individual neighborhoods to maintain. We need sustainable community investment in growing Mequon for the new generation of residents that have chosen to make their lives here. Thank you for asking for input
760	Sep 08, 2024, 04:54 AM	If you have any additional feedback, please share below:	I would love to see more "walkable" areas in Mequon, similar to what charming Cedarburg and Port Washington have with cute shops and eateries. Mequon is growing with younger residents and new developments and I would love to see more amenities near our neighborhoods on the west side near Swan Road.
759	Sep 07, 2024, 10:02 PM	If you have any additional feedback, please share below:	Mequon & Thiensville have many streets and road that are outdated for the amount of traffic they know handle and have not been designed for safe pedestrian and bike travel.
756	Sep 07, 2024, 04:09 PM	If you have any additional feedback, please share below:	Mequon is a beautiful place to walk, run and bike and I do so on a daily basis with my dog. Please reduce environmental impact with any forthcoming changes. Please protect the environment and plant more trees.
755	Sep 07, 2024, 02:36 PM	If you have any additional feedback, please share below:	Please, please add mountain biking trails the roads are becoming less safe with distracted driving. We have beautiful options in parks or along the river or in the nature preserve.
753	Sep 07, 2024, 12:52 PM	If you have any additional feedback, please share below:	I think it would be nice to have a couple water stations or some solar lights on the trail it gets very dark

750	Sep 07, 2024, 10:57 AM	If you have any additional feedback, please share below:	Love the friendly Mequon community, environment, safety, and beauty it has to offer.
749	Sep 07, 2024, 10:20 AM	If you have any additional feedback, please share below:	I cannot bike anymore but have always supported any improvements for the benefit of our children AND adults
748	Sep 07, 2024, 10:00 AM	If you have any additional feedback, please share below:	With more people walking on Buntrock through Thiensville, are there plans to improve the road. I am concerned that someone is going to be seriously injured while walking on that road because the road is so narrow. I hope that does not finally motivate government to address the problem.
747	Sep 07, 2024, 09:28 AM	If you have any additional feedback, please share below:	Pedestrian safety and congestion near all the schools seems to be a problem. Maybe the next problem to address.
744	Sep 07, 2024, 08:42 AM	If you have any additional feedback, please share below:	The west side of Mequon has no safe place for children and adults to bike or walk. We have no off-road trails that lead to any parks or schools. There is so much traffic on our roads and the roads are narrow that biking them is so dangerous with all the traffic and trucks, How about some sidewalks or paved bike trails that go from the west side all the way to the parks
739	Sep 07, 2024, 02:30 AM	If you have any additional feedback, please share below:	Landscaping is important. More trees for shade. The Oak Leaf trail in Milwaukee offers an interesting, cooler environment.
737	Sep 06, 2024, 09:33 PM	If you have any additional feedback, please share below:	I have noticed a lot of electric bikes going too fast passing pedestrians and other bicycles. Also no acknowledgement when passing others on the path. Maybe more signage reminding users of the path proper etiquette. It might provide better safety for everyone. I am surprise there have not been more accidents for the number of times I have seen unsafe riding by non-motorized and motorized bikes.
736	Sep 06, 2024, 09:29 PM	If you have any additional feedback, please share below:	Something needs to be done on the bridge walkway on mequon rd over the river. It can get congested with bikes and walkers and the turn lane is too close to walkway. Additionally, no one respects pedestrians when crossing at mequon and Cedarburg road. My children and I have almost been hit multiple times.
734	Sep 06, 2024, 08:43 PM	If you have any additional feedback, please share below:	Thank you for your efforts to improve our community and make it more walkable
731	Sep 06, 2024, 07:40 PM	If you have any additional feedback, please share below:	If you are considering putting a sidewalk on Mequon road all the way to Swan, it should be on the south side of Mequon road. The crossing of Mequon road from the north to the south would be too unsafe. There are more houses on the south side of Mequon road that would benefit from a sidewalk (if anyone would at all there).
728	Sep 06, 2024, 06:59 PM	If you have any additional feedback, please share below:	It was unfortunate that the majority of trees were cut down on the interurban trail between the railroad. The trail feels barren and more industrial. Would be great to make the trail more wooded again.
723	Sep 06, 2024, 06:05 PM	If you have any additional feedback, please share below:	Unsafe bikers are a real problem. Maybe if there was better access they would be safer. Unsafe behaviors include: not following the rules of the road (failing to stop for signs/traffic lights); riding 2-3 bikers across.
722	Sep 06, 2024, 05:50 PM	If you have any additional feedback, please share below:	Thanks for the opportunity, this is an important topic to me.
720	Sep 06, 2024, 05:37 PM	If you have any additional feedback, please share below:	The interurban trail is a wonderful community asset. I hope we are able to maintain it properly and perhaps expand on connections to it.
719	Sep 06, 2024, 05:36 PM	If you have any additional feedback, please share below:	I drive my bike to the Interurban trail as I feel unsafe biking on the main thoroughfares.
716	Sep 06, 2024, 05:31 PM	If you have any additional feedback, please share below:	Overall satisfied with street layout and maintenance in the city of Mequon
714	Sep 06, 2024, 05:27 PM	If you have any additional feedback, please share below:	The brush needs to be cut back farther along the bike path where it intersects with Bonniwell Road so that drivers in automobiles can see bikes approaching the intersection. Also, the speed limit should be reduced from 45 to 35 mph. Larger stop signs for the bikers should be installed on the bike path. The stop signs should be enforced for bikers.
711	Sep 04, 2024, 07:40 PM	If you have any additional feedback, please share below:	We're missing an opportunity to use safe street design like striping, street trees, flashing crosswalks, etc., to effectively slow traffic and make drivers aware of bikers and walkers. Also too many driveways in commercial areas makes it difficult for bikers.

710	Sep 04, 2024, 12:16 PM	If you have any additional feedback, please share below:	I love the recent crossing improvement at OIT/Mequon Rd! It gives a break between crossing different directions and forces bikes to slow down. It would be great to have more crossings like it, maybe at Donges Bay.
707	Sep 03, 2024, 10:58 AM	If you have any additional feedback, please share below:	The recent construction of the bike crossing on Mequon rd. near the Public Market is confusing. I also have concerns about children at that intersection. I do not believe it was made safer. Mequon is a great place to live, we live in a more 'walkable' part of Mequon but the city lacks features to allow people to walk and bike safely. I would love to see improvements for this to increase the attraction for young families.
703	Aug 31, 2024, 08:43 PM	If you have any additional feedback, please share below:	Button activated pedestrian crossing lights at the Ozaukee Trail crossing Mequon Road would be appreciated! Not all drivers stop!
702	Aug 31, 2024, 05:34 PM	If you have any additional feedback, please share below:	I support the MT Trails project, connecting Rotary Park to the Unterurban Trail. Mequon Thiensville should actively pursue federal grants to fund these initiatives; it appears other Wisconsin municipalities have been successful in doing so.
697	Aug 31, 2024, 08:11 AM	If you have any additional feedback, please share below:	Not sure what is meant by off road trails. But we need sidewalks or asphalt trails. You can't build Spur 16 Foxtown and so many apartments and not have sidewalks to get there!!!! You can't get to Mequon Rd without first walking on streets to get there. Yesterday I saw a mom pushing a stroller and her two other little kids trying to walk down Division St to go to the pool. It's so dangerous
693	Aug 30, 2024, 11:04 AM	If you have any additional feedback, please share below:	I love to see people out and about, walking and biking. I feel my neighborhood (Thiensville) is very conducive to those activities. What I do NOT like is when cyclists do not abide by the laws of the road. Cyclists have claimed to want to be treated fairly while sharing the road with cars and I agree with that. However, I have repeatedly seen them not stopping at stop signs or driving down the center of the street holding up traffic while riding side by side, in packs, rather than single file. I am happy to share the road with those who choose to utilize alternate means of transportation for both commuting and leisure but we all should remember to be respectful of those who we share the roadways with. Thank you for conducting this survey.
692	Aug 30, 2024, 10:53 AM	If you have any additional feedback, please share below:	Had walked 2-4 days a week April - October on the Interurban Trail between Buntrock and Highland Road for 20 or so years before it was asphalted. The trail was gravel narrowing significantly after the bridge over Pigeon Creek north of Frestadt Road. There were raspberry bushes, wild asparagus, wild flowers and other large tall bushes of varying types that provided food and shelter for birds. There were a phenomenal number of rabbits with occasional sightings of fox, wood chuck, racoon, mink, skunk, hawks, owls and grass snake. All this was replaced by grass, asphalt and zero turn lawn mowers. The good news is that after ridding the trail of all that nasty vegetation you can now see the birding hot spot signs that have been erected even though the birds have gone. And... who doesn't love the smell of asphalt on a warm summer day or the growl of a zero turn mower.
691	Aug 30, 2024, 09:14 AM	If you have any additional feedback, please share below:	The expansion of safe bike paths is much needed. Thank you for taking up the project.

690	Aug 30, 2024, 08:42 AM	If you have any additional feedback, please share below:	Our family (with 2 kids) travel Division St between the Concord Creek neighborhood and the Public Market nearly daily, to walk and bike to restaurants and other activities. In the summer I'd say there are several hundred trips per day being made on this stretch between walkers, bikers, families with strollers, etc. There are a lot of people back in this neighborhood and there's lots of foot and bike traffic. The stretch on Buntrock Rd between Division St and Mequon Rd is very dangerous with narrow road, no shoulder, fast cars, and lots of people trying to walk. The stretch on Division St between Buntrock and the Interurban Trail is also not safe, with no shoulder. Also any time Cedarburg Rd is closed for an event, all traffic is diverted down Division St, which makes walking extra dangerous for all those people, including myself. A 3-season dedicated path would be great. I've heard homeowners along these routes express they would be willing to have that along the street.
671	Aug 28, 2024, 01:02 PM	If you have any additional feedback, please share below:	Thanks for doing this survey!
666	Aug 27, 2024, 04:50 PM	If you have any additional feedback, please share below:	We are so lucky to have the OZ Interurban Trail. It is a wonderful resource. I believe it brings a lot of people into our community.
658	Aug 26, 2024, 07:46 PM	If you have any additional feedback, please share below:	Great improvements over the years. Keep up good work. Please help keep our city safe as we grow! Safety is a culture, not a mandate.
649	Aug 25, 2024, 10:41 PM	If you have any additional feedback, please share below:	Glad to see that you are taking up this important issue. It will make our community safer, healthier and more accessible to the community fostering friendly and welcoming citizens.
648	Aug 25, 2024, 08:13 PM	If you have any additional feedback, please share below:	Would love to see more progress on bike safety in Mequon!
641	Aug 25, 2024, 12:14 PM	If you have any additional feedback, please share below:	I am glad you are asking for our feedback. I think the numbers of non-auto users will only increase, and more accommodation is needed. The number of young persons on electric scooters and bikes (some look more like motorcycles) needs to be considered. They don't belong on the streets, but they're too fast for use on the sidewalks by these very young (some look like 10-year olds) riders.
640	Aug 25, 2024, 11:44 AM	If you have any additional feedback, please share below:	Walkers and Bicyclist are funneled on to Division Street from the western communities of Concord Creek, Heron Pond, Westchester Lakes, and Southwestern Thiensville. The Town Center is to the South East. Buntrock Road has sidewalks on it from the South to the Town Center Businesses and to the school. But there are no sidewalks on Buntrock from the corner of Buntrock and Mequon Roads heading north at the police and fire station. As you head north sidewalks are constructed for Spur 16, but they end as you head further North. Mequon Road is both a noisy walk and a dangerous walk (especially for parents with children on bicycles). Can you consider completing the sidewalk on East side of Buntrock from Mequon Road North to the Spur 16 sidewalk and then North of Spur 16 to the intersection of Buntrock and Division? Could a pedestrian and bicycle crossing be placed going east and west at the intersection of Buntrock and Division? Could there be appropriate signage warning automobiles traffic to watch out for pedestrians and bicyclists? I believe that these improvements would make our communittee safer for walkers and bicyclists.
635	Aug 25, 2024, 06:29 AM	If you have any additional feedback, please share below:	don't only look at the bike paths itself or the inter urban trail. For it to be utilized how do the pedestrians get there. Take a look at the foot traffic along division street and also the cross walks in Thiensville.
616	Aug 23, 2024, 08:46 AM	If you have any additional feedback, please share below:	keep up the great job on the interurban trail. it is an awesome feature to our community.
615	Aug 23, 2024, 06:32 AM	If you have any additional feedback, please share below:	Thanks for your investment in bike safety

			With the many improvements south of Mequon road, it would be nice to see a safer crossing at Mequon road from the Interurban trail. The new improvements are less than ideal and the proximity to the rail road doesn't allow for proper or safe signage. I stopped riding south as often as a result. I personally would have been in favor of a pedestrian bridge crossing Mequon road. There are also fair improvements made at buntrock road as it crosses Mequon. It's better than before no doubt, but with elementary and middle schools right there, far more housing adjacent to the intersection as well as the addition of restaurants/shopping/entertainment nearby, it was a poor effort to make real improvements at such an intersection. It would also be nice, especially within the residential portions of the interurban trail, to have improved lighting. That does come at a cost but may help reduce the unwanted visitors who target areas adjacent to neighborhoods to steal from cars and cause issues. Lastly, I wish this was easier to hear about instead of relying on word of mouth. Add some QR codes to some signs, dog poop stations (also a huge plus!), or community boards. Would be a great way to get feedback all year long.
609	Aug 22, 2024, 07:45 PM	If you have any additional feedback, please share below:	
606	Aug 22, 2024, 06:17 PM	If you have any additional feedback, please share below:	I would appreciate curbs in my neighborhood
604	Aug 22, 2024, 06:09 PM	If you have any additional feedback, please share below:	Walking and bike paths are pivotal to updated suburban living that draws in families and younger crowds that will keep MT going. I think it's something we need to be investing in more.
593	Aug 22, 2024, 10:32 AM	If you have any additional feedback, please share below:	Thank you for surveying us. I will return to the intersections that need attention. However the one on Mequon road is perfect!!!
591	Aug 22, 2024, 10:20 AM	If you have any additional feedback, please share below:	Flashing lights on the stop signs on the bike path would be nice as well as reminders to bikers that it is their responsibility to stop.
590	Aug 22, 2024, 09:37 AM	If you have any additional feedback, please share below:	Sidewalk on Friestadt and completion of Riverview sidewalk would paramount to connecting neighborhoods north of friestadt to village park, city services and the rest of downtown
			Creating a connected (off road as much as possible)loop around town! The OZpath already goes through the middle. The OZ path through town should be kept clear of cracks / uneven bridge areas. However, with our river / estuaries / fish way through town, this has to be another way to seal as runoff from freshly applied coal tar sealcoat causes death of fish and aquatic invertebrates weeks to months after application. Not to mention the safety of our water for the population. Biking, even if it is JUST the smalls stretch through the town of Theinsville, should be a pleasant experience... not a bumpy uncomfortable one with your head down watching for these tire grabbing cracks. Along the path there should be exiting signs, before the exit point, to certain community friendly stores, pubs, shops, parks with sport/play information and bike shops. A charging station with local news of events / marketing adds* (maybe on a protected screen with weather conditions too) In town resting areas, charging, gardens, art and areas to pull off and fix a flat or chain. The OZ path to and from the edges of town should be lit as well as up to road crossings, so there are no areas that are darker and could feel unsafe. Lit up in a way there is little to no night light pollution and creates an ambiance that's not just "safe" but one that feels comfortable to walk on even during the dark cold months(warm lighting) A lot of people love our darker town and the night wildlife. I hope it can stay that way by using more environmentally forward, modern lighting.
588	Aug 22, 2024, 09:15 AM	If you have any additional feedback, please share below:	
582	Aug 22, 2024, 06:21 AM	If you have any additional feedback, please share below:	Adding bike/walk lanes will change Thiensville from small town village image to more of a city image.
581	Aug 22, 2024, 05:36 AM	If you have any additional feedback, please share below:	Years 3

580	Aug 22, 2024, 02:41 AM	If you have any additional feedback, please share below:	Please do something about the lack of accessibility to our schools. The car line are scary and dangerous. Our town needs to find alternatives(like biking/walking) as opposed to single family cars. Also, adjusting the stop lights to favor the schools road traffic during drop off and pick up would be a good place to start. I.e. rangeline vs. Mequon rd.
579	Aug 22, 2024, 12:54 AM	If you have any additional feedback, please share below:	Would love mequon to finish what they promised when fixing green bay rd. 10 yrs.... is long enough.
569	Aug 21, 2024, 09:48 PM	If you have any additional feedback, please share below:	Not at this time. Have answered completely through survey questions.
568	Aug 21, 2024, 09:48 PM	If you have any additional feedback, please share below:	Would love if our kids could bike from interurban trail to Wilson safely.
564	Aug 21, 2024, 09:19 PM	If you have any additional feedback, please share below:	It would be nice to have more paved paths in our parks.
562	Aug 21, 2024, 09:03 PM	If you have any additional feedback, please share below:	Keep improving existing infrastructure, and add new infrastructure thoughtfully.
561	Aug 21, 2024, 08:56 PM	If you have any additional feedback, please share below:	City is constantly saying that they have no money to address current responsibilities yet we are spending so much time and energy on this. We are not a walkable community.
559	Aug 21, 2024, 08:54 PM	If you have any additional feedback, please share below:	.
550	Aug 21, 2024, 07:27 PM	If you have any additional feedback, please share below:	When my kids would occasionally bike to Homestead there were no bike racks to secure the bike during the day. Bike trails to the elementary and middle schools would be an awesome addition as well.
546	Aug 21, 2024, 06:31 PM	If you have any additional feedback, please share below:	More trees around the community lining streets would help tremendously as it gets very hot in the sun walking the dog, specifically on the trail through Thiensville and on Orchard st/N Highland Ave.
532	Aug 21, 2024, 04:00 PM	If you have any additional feedback, please share below:	Ran out of room above:River Rd bike bridge for kids to safely get to high school and home
522	Aug 21, 2024, 03:34 PM	If you have any additional feedback, please share below:	This is an excellent project for our community!! Love that this is a topic of conversation and a way to make our towns even better! Even having more sidewalks would go a very long way to having safer options for walkers/bikers
516	Aug 21, 2024, 01:47 PM	If you have any additional feedback, please share below:	N/A
513	Aug 21, 2024, 12:19 PM	If you have any additional feedback, please share below:	I know it may not be a consideration for this community but it would foreword thinking to consider a Milwaukee Bus having an transit stop at at least one of the following locations: Wauwatosa/Mequon Rds, GreenBay/Mequon Rds., possibly Port Washington Rd to the Metro Market. It is challenging to get service staff, restaurant employees, medical workers that are with reliable auto transport. The youth in the area are not seeming to work.

			Alan H. Siggelkow for more input. 262-242-2752 ahsiggelkow@gmail.com. I and others, especially parents with children and dog walkers, are concerned that motorists are not alerted to the pedestrian and bicycle traffic on the road. I live at 204 Division and see the confrontations between autos and trucks and pedestrians and bicyclists quite often. I am concerned for the safety of all who use Division Street. I have appeared several times before the Joint Mequon - Thiensville Bicycle and Pedestrian Way Committee regarding this issue and at a meeting of the Thiensville Town Board regarding this issue. I was happy to see this survey, but disturbed that Division Street was not mentioned as one of the areas under consideration above after my discussion with the Joint Committee. Division Street is a connector bike and pedestrian way between the subdivisions West of Buntrock Ave. between Freistadt Road and Mequon Road and the Interurban Trail, the swimming pool, the library, several schools (Christ Alone Ev. Lutheran School and Homestead High School). The businesses and restaurants in the Town Center are also served by the Division Street corridor. The Division Street Corridor is abutting so much activity in Thiensville and Mequon. It is not miles away from the playgrounds, the library, and the schools. It deserves consideration by the Mequon Thiensville Bicycle and Pedestrian Way Committee for safety improvements. It is highly used by pedestrians and bicyclists. Please add the Division Street Corridor to your list of important areas to be designated for improvement.
508	Aug 21, 2024, 10:21 AM	If you have any additional feedback, please share below:	
505	Aug 21, 2024, 08:34 AM	If you have any additional feedback, please share below:	Please put up lights before someone gets killed.
500	Aug 20, 2024, 02:30 PM	If you have any additional feedback, please share below:	The foliage needs trimming between Bonniwell and Pioneer roads. I've cut it back some, but a few trees need a chainsaw that I don't have. It would be nice if DPW did a foliage encroachment check monthly during the summer. Thank you for this survey.
499	Aug 20, 2024, 01:26 PM	If you have any additional feedback, please share below:	Fix the existing trail. If a separate fund is needed, start one. Hard to believe there has been a commission on this for all those years and this hasn't been addressed. What is this group doing? Do any of you bike the trail?
498	Aug 20, 2024, 12:54 PM	If you have any additional feedback, please share below:	Thank you for working on this. Our bike trails are a fantastic asset and one we don't highlight very much.
497	Aug 20, 2024, 08:10 AM	If you have any additional feedback, please share below:	Wider shoulders would provide most of what I would need. I realize in some places that isn't going to happen. Bikers need to follow traffic laws too.
470	Aug 16, 2024, 02:33 PM	If you have any additional feedback, please share below:	Great communities! Thx
360	Aug 10, 2024, 09:33 AM	If you have any additional feedback, please share below:	Please do not raise property taxes for bicycle/pedestrian improvements. Oppose the use of eminent domain for bicycle/pedestrian improvements. Creating slightly wider shoulders along main thoroughfares (if no existing sidewalk) (e.g. Highland, north Port Rd., west Mequon Rd) is fine if road maintenance/improvement is being conducted concurrently.
359	Aug 10, 2024, 09:19 AM	If you have any additional feedback, please share below:	Less focus on new paths and improve the existing ones. Special focus should be given for connectivity to the schools and shopping areas so children can safely get to places.
287	Aug 07, 2024, 11:05 PM	If you have any additional feedback, please share below:	The intersection at HHS is dangerous so we don't let our kids walk home when school first lets out, but wait til less busy. Also coming from River Trail subdivision in a car driving north on Eastgate even with the green light, cars exiting Eastgate at light presume they have right of way to turn East on mequon rd and frequently cut me off. It's not a green arrow for them, they need to yield.

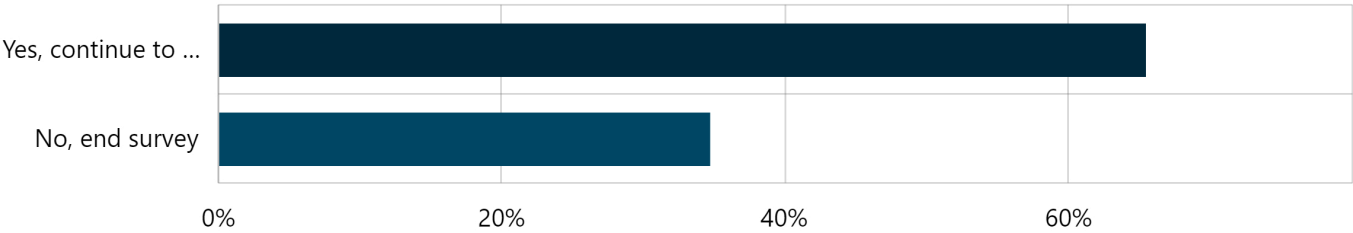
284	Aug 07, 2024, 01:18 PM	If you have any additional feedback, please share below:	While I appreciate the efforts to improve the Mequon Rd intersection with the Interurban Trail, it is my opinion that it remains unsafe for pedestrians and cyclists. This is due to the very busy visual display confronting the motorists, combined with the speed and size of the road (four lanes). Because it has become a major thoroughfare to and from the interstate it doesn't seem plausible to reduce the number of lanes. Slowing traffic (i.e. to 25 mph) may also be of limited safety benefit given the blind spots created by cars in the inner lanes of this 4 lane freeway, mimicking the scenario played out. In Cedarburg where a cyclist was killed when attempting to cross Pioneer Rd. It is my opinion that the 3 plausible solutions to the issue are 1) a flashing pedestrian/cyclist light as has been done in Cedarburg and Grafton, 2) an overpass or 3)an underpass.
282	Aug 07, 2024, 12:15 PM	If you have any additional feedback, please share below:	Thanks for putting this together
280	Aug 06, 2024, 12:04 PM	If you have any additional feedback, please share below:	Please put in sidewalks and streetlights!
275	Aug 05, 2024, 05:21 PM	If you have any additional feedback, please share below:	I would love to see Mequon add a drinking fountain on the trail for bikers, walkers, dogs. There are no drinking fountains on the whole Interurban trail. I think bikers from all over would be thrilled to be able to refill their water bottles.
266	Aug 04, 2024, 09:28 AM	If you have any additional feedback, please share below:	The city of Mequon should be taking a "Strong Towns" approach to street and traffic design which prioritizes walking and biking to have equal priority to vehicular traffic.
262	Aug 03, 2024, 07:32 PM	If you have any additional feedback, please share below:	The city needs to focus less on building new subdivisions and more on improving our existing infrastructure, especially safety. Moved here partially for the open space (forests, fields) and low congestion. Not interested in more ugly housing and overcrowding the area and a less peaceful environment.
261	Aug 03, 2024, 06:35 PM	If you have any additional feedback, please share below:	Mequon missed the boat when they reconstructed Cedarburg road N of Mequon rd. NOT bike friendly. Can do much better
259	Aug 03, 2024, 01:53 PM	If you have any additional feedback, please share below:	thanks for your efforts
258	Aug 03, 2024, 01:28 PM	If you have any additional feedback, please share below:	Newly resurfaced roads should have bike lanes. Parks and newer subdivisions should be connected to existing subdivisions or commercial districts by trails or bike paths to promote non-motorized travel. For example, Rotary Park could've had a bike trail along the west side of the park up to N. Laurel Ln.
257	Aug 03, 2024, 01:25 PM	If you have any additional feedback, please share below:	My kids cannot bike the
255	Aug 03, 2024, 12:01 PM	If you have any additional feedback, please share below:	- Please prohibit residents from putting their garbage cans in the middle of bike lanes. This can be a VERY dangerous situation for bicyclists, who have to stop when there is a car passing at the same time their bike passes the cans. - I bike about 30 miles a day throughout Mequon and am very familiar the biking conditions throughout the city. I'd be willing to participate as a consultant on the M-T Bike and Pedestrian Way project or volunteer in another way, perhaps with administrative tasks.
253	Aug 03, 2024, 10:51 AM	If you have any additional feedback, please share below:	Visual survey not showing any image on iPhone questionnaire

252	Aug 03, 2024, 10:29 AM	If you have any additional feedback, please share below:	Can someone please remove all unnecessary orange barriers and whatever else is surrounding that crossing that doesn't need to be there? There's just too much crap to be looking at while scanning for pedestrians while driving. Someone will be hurt/killed, accidents will happen (hello being rear ended because you stopped for a pedestrian but the person behind you was not paying attention and was looking at their phone.) Think of this - non-Mequon residents come to check out a new restaurant at the Public Market. They're not all that familiar with Mequon Rd so they're looking at their phone, their GPS, talking with their passengers, looking at street names, signs, etc to find where to go. All they have on their mind is trying to find their destination so the last thing they are doing is paying attention to what baby stroller is being pushed across the pedestrian path, what biker has tried to fly across without stopping at the bike path stop signs or what dog is being walked unleashed.
251	Aug 03, 2024, 10:20 AM	If you have any additional feedback, please share below:	Safety could be greatly improved if pedestrians and motorists would better be able to tell what the other is going to do at crosswalks. Some people stop. Others don't.
249	Aug 03, 2024, 09:59 AM	If you have any additional feedback, please share below:	systems have been working well. Unfortunately, maintenance is needed to keep riding and walking safe (esp. Interurban Trail surface). The Interurban surface has too many cracks/bumps which makes riding uncomfortable. And the wooden bridges (as well as the approaches) are dangerous - falling apart and, in some cases, not close to even. Provides a very jarring experience. (Too jarring as we age!) I really do NOT like the new interurban crossing at Mequon Road. It is now MORE difficult to see pedestrians and bikers than it was before when the crossing went straight across instead of turning in the median. I've said it many times before and will continue to say that we NEED a light to alert drivers (similar to those by T-Ville Fiddleheads, on Pioneer Road). I live west of the trail and do not take the 'jog' in the median because it goes the wrong way. Instead, I'll head west on Mequon Rd then find a way to cross to the north side (usually @ Weston). Thankfully, a few drivers have stopped to let me cross (even though I was willing to wait until they passed). A major problem throughout is the lack of courtesy and / or awareness of the state law that requires drivers to stop for pedestrians. I recently travelled overseas and was amazed at how conservative the drivers were when they saw a pedestrian approaching. Wish it were consistently the same here! Education and awareness is needed. As for the visual preference survey, it would be helpful for us to ID why
247	Aug 03, 2024, 09:35 AM	If you have any additional feedback, please share below:	Improved pedestrian/bike access near the schools is my primary concern. It might help alleviate the traffic issues that crop up at pick up/drop off time.
243	Aug 03, 2024, 08:18 AM	If you have any additional feedback, please share below:	The improvements to the downtown area sidewalks are not any better than they were before. Please do not waste this money to do something like that again.
238	Aug 03, 2024, 07:11 AM	If you have any additional feedback, please share below:	OFF-ROAD SIDEWALKS!!!!!!!!!!!! Salt Lake City has some walking / bicycle lanes that are nicely & safely separated from traffic & includes parking spots.
237	Aug 03, 2024, 06:48 AM	If you have any additional feedback, please share below:	I believe the focus should be on dedicated facilities like the OIT.
235	Aug 03, 2024, 01:46 AM	If you have any additional feedback, please share below:	I'd like to see at minimum more luminescent paint marking bike paths.
233	Aug 02, 2024, 09:52 PM	If you have any additional feedback, please share below:	I love the inter urban. I'd like better painted (fluorescent) lines for more street crossings.
232	Aug 02, 2024, 09:42 PM	If you have any additional feedback, please share below:	why do bikes not have license plates on them ? if you want to have all these improvements bikers should be helping to pay for them !!!
230	Aug 02, 2024, 09:09 PM	If you have any additional feedback, please share below:	Thank you for putting this survey together. Good luck!

229	Aug 02, 2024, 08:49 PM	If you have any additional feedback, please share below:	Since we live closer to Port Rd south of Mequon Rd, how are we supposed to bike to the inter-urban bike trail on the other side of the river? Bike on the sidewalk on Mequon Rd? Mequon Rd is treacherous to bike on. How about a pedestrian/bike bridge over the river at Donges Bay ? Like they have over the river at North Ave in Milwaukee. I did not clearly understand your question referencing the \$1 million.
228	Aug 02, 2024, 08:44 PM	If you have any additional feedback, please share below:	The inter-urban trail should be treated as a small street. Why are users given priority? Give them a palm button like other cross walks.
227	Aug 02, 2024, 08:42 PM	If you have any additional feedback, please share below:	The sidewalks along Main Street of Thiensville are narrow & not particularly well kept in certain sections. This should be addressed first. Don't waste money trying to make it "fancy" with bricks, colored concrete or imprints. Having more new wider sidewalks is enough & better than having less sidewalk that is "fancy".
225	Aug 02, 2024, 07:56 PM	If you have any additional feedback, please share below:	Bathroom facilities are needed.
224	Aug 02, 2024, 07:45 PM	If you have any additional feedback, please share below:	I bicycle 250+ miles each week in Mequon, River Hills, Glendale and Mequon. Over the years it has become more and more dangerous to cycle. Vehicles need to share the road with cyclists.
223	Aug 02, 2024, 07:32 PM	If you have any additional feedback, please share below:	No
220	Aug 02, 2024, 07:01 PM	If you have any additional feedback, please share below:	Major roads like Mequon Rd, Donges Bay Rd, Port Washington Rd need sidewalks!
219	Aug 02, 2024, 06:55 PM	If you have any additional feedback, please share below:	Thank you!
218	Aug 02, 2024, 06:53 PM	If you have any additional feedback, please share below:	Before a project is undertaken, public input should be the number one priority, especially when any proposal directly impacts a property owner. The disdain exhibited towards the public by public officials and bike path proponents creates an unnecessary adversarial environment
217	Aug 02, 2024, 06:43 PM	If you have any additional feedback, please share below:	The Highland/Port Washington intersection is a horribly inefficient and dangerous design for vehicles, bicycles, and pedestrians. Suggested alternative: roundabout with a beautiful sculpture and landscaping in the middle.
216	Aug 02, 2024, 06:02 PM	If you have any additional feedback, please share below:	I'm willing to do more for the betterment of this fantastic community.
215	Aug 02, 2024, 05:42 PM	If you have any additional feedback, please share below:	Thank you for your good work. I would be happy to help as needed. - Gregg Bach
214	Aug 02, 2024, 05:42 PM	If you have any additional feedback, please share below:	Thank you.
213	Aug 02, 2024, 05:42 PM	If you have any additional feedback, please share below:	I would be strongly opposed to any increase in these types of facilities without a comprehensive review and budget to maintain existing and proposed facilities along with an appropriate maintenance policy and plan to rate/review the assets over their lifetime. I would be strongly opposed to any proposed HMA trails less than 8' width.

55. Would you like to continue answering questions? Required

Multi Choice | Skipped: 0 | Answered: 387 (100%)

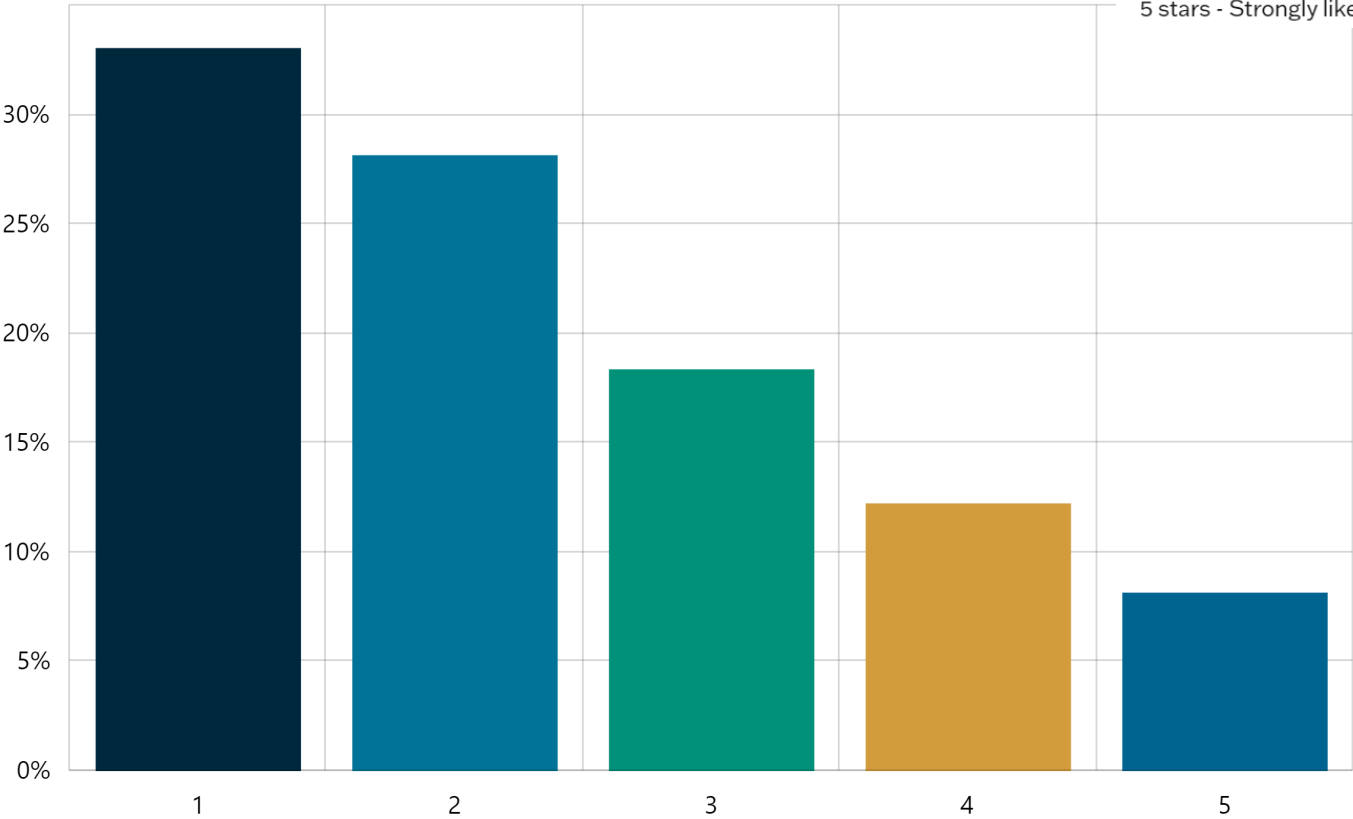


Answer choices	Percent	Count
Yes, continue to Visual Preference Survey	65.37%	253
No, end survey	34.63%	134
Total	100.00%	387

56. Rate this bike/pedestrian facility:

Rating | Skipped: 142 | Answered: 245 (63.3%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



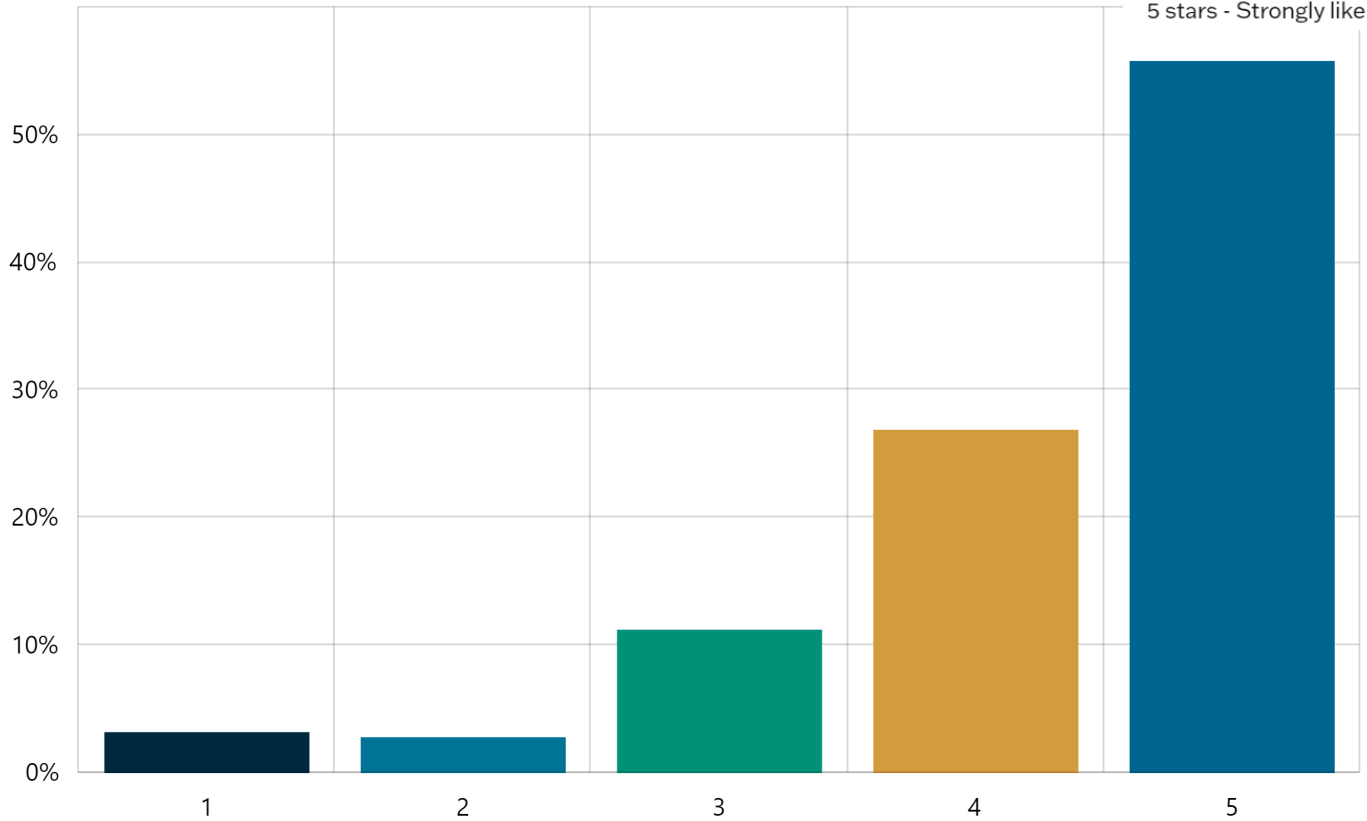
1	2	3	4	5	Count	Weighted average
33.06% 81	28.16% 69	18.37% 45	12.24% 30	8.16% 20	245	2.34



57. Rate this bike/pedestrian facility:

Rating | Skipped: 138 | Answered: 249 (64.3%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



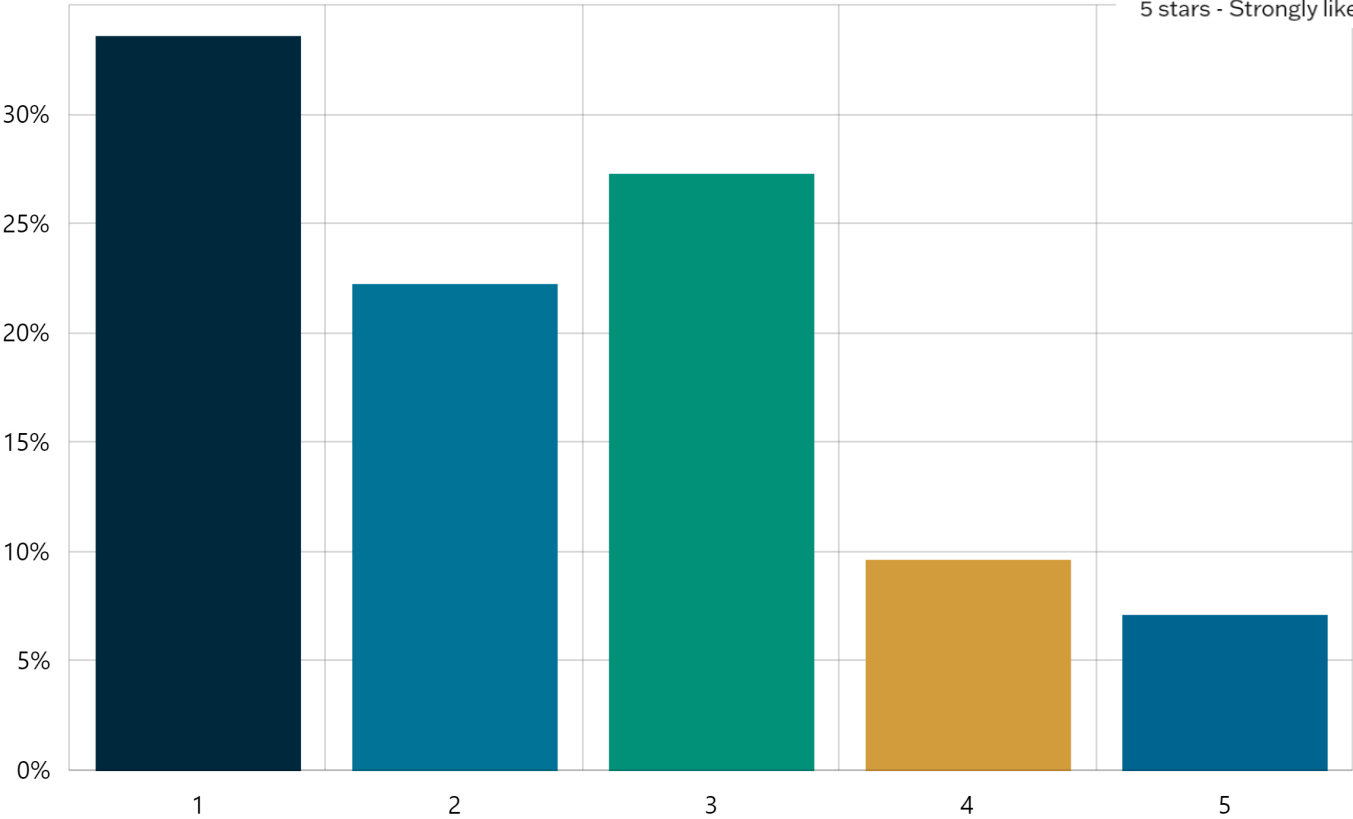
1	2	3	4	5	Count	Weighted average
3.21% 8	2.81% 7	11.24% 28	26.91% 67	55.82% 139	249	4.29



58. Rate this bike/pedestrian facility:

Rating | Skipped: 149 | Answered: 238 (61.5%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



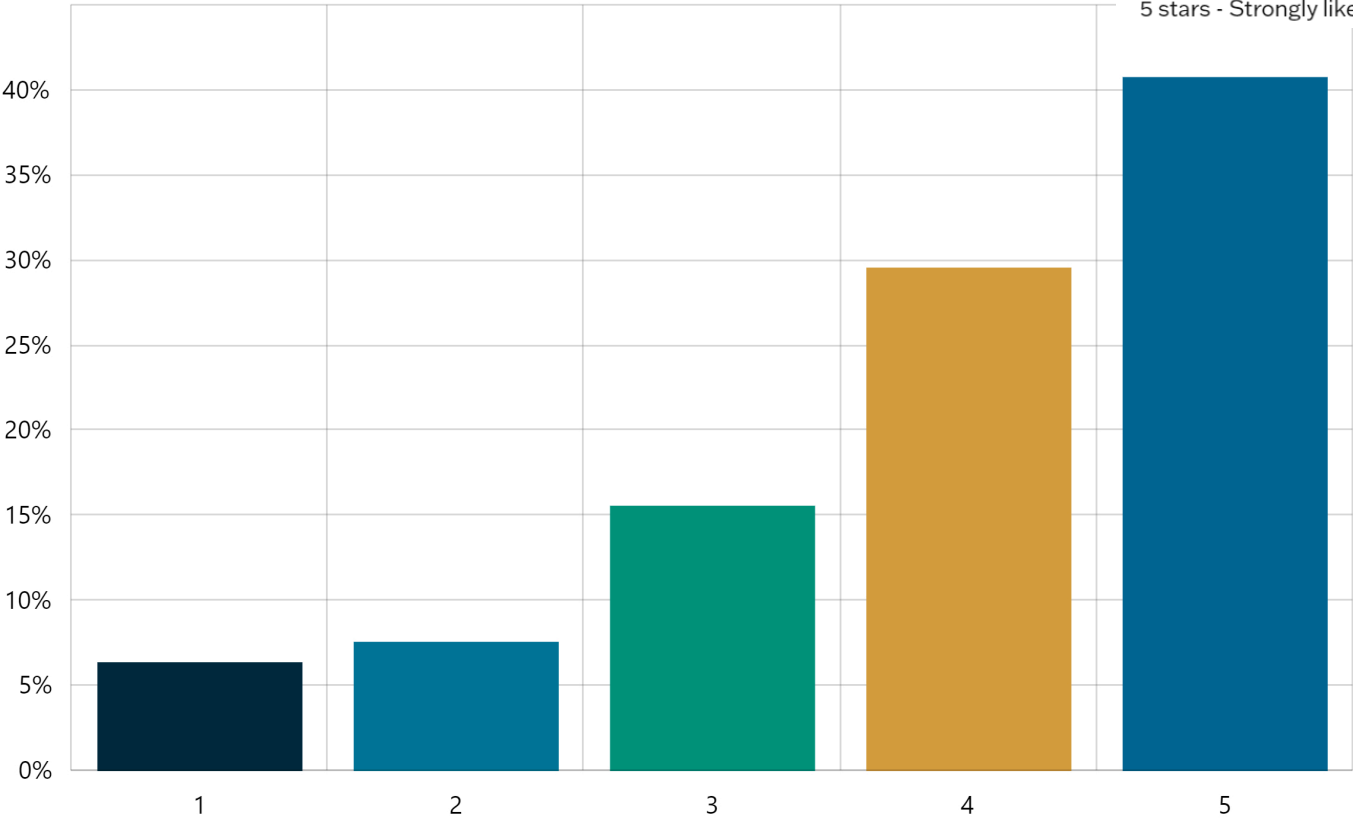
1	2	3	4	5	Count	Weighted average
33.61% 80	22.27% 53	27.31% 65	9.66% 23	7.14% 17	238	2.34



59. Rate this bike/pedestrian facility:

Rating | Skipped: 137 | Answered: 250 (64.6%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



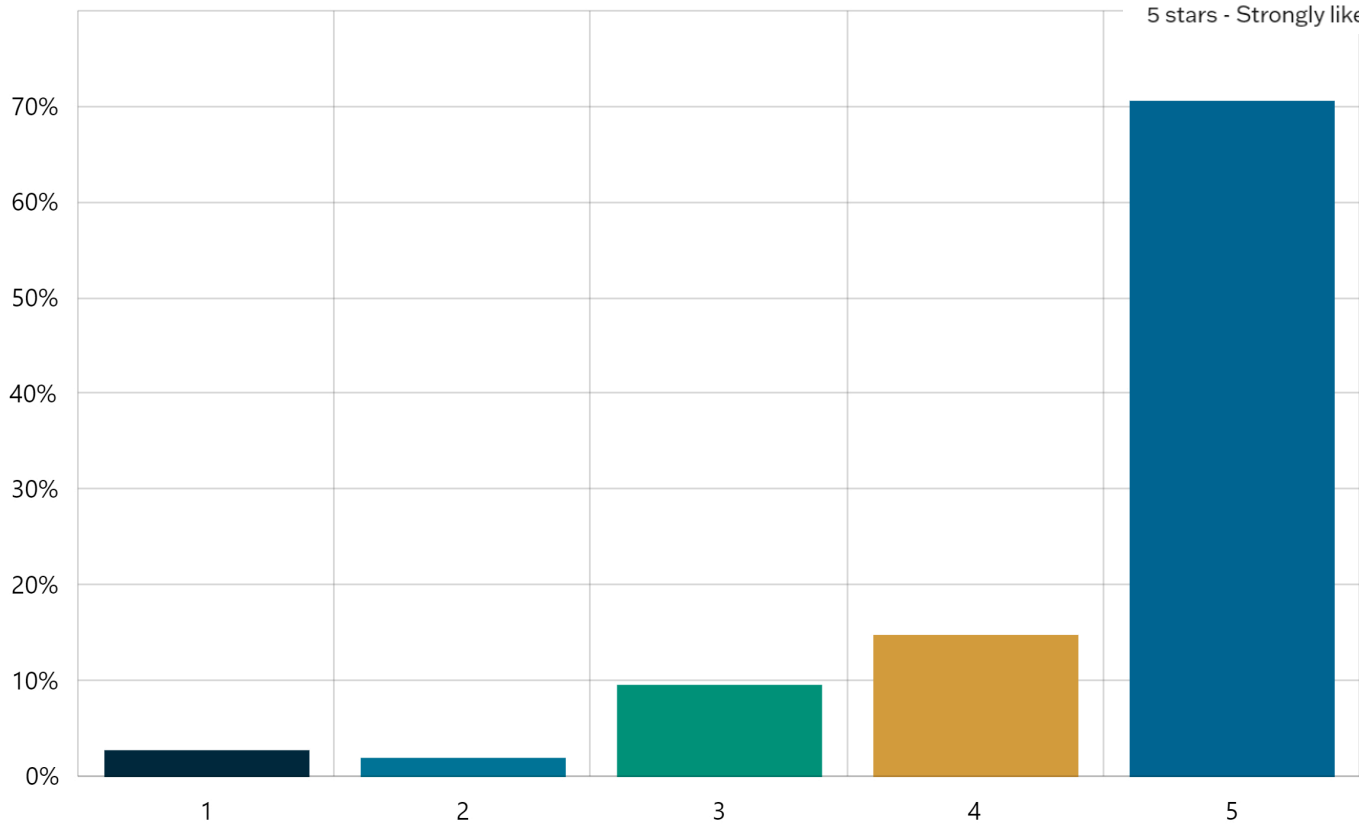
1	2	3	4	5	Count	Weighted average
6.40% 16	7.60% 19	15.60% 39	29.60% 74	40.80% 102	250	3.91



60. Rate this bike/pedestrian facility:

Rating | Skipped: 138 | Answered: 249 (64.3%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



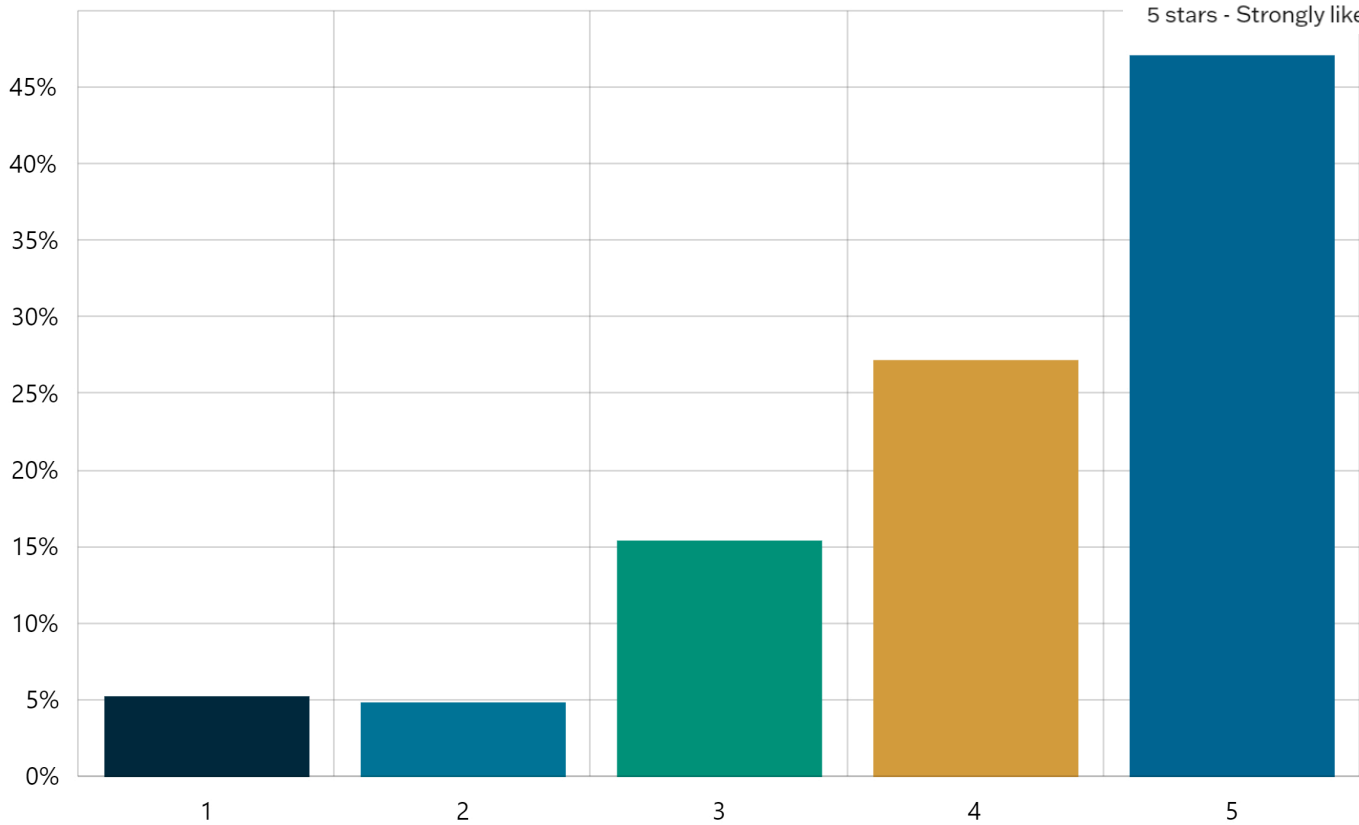
1	2	3	4	5	Count	Weighted average
2.81% 7	2.01% 5	9.64% 24	14.86% 37	70.68% 176	249	4.49



61. Rate this bike/pedestrian facility:

Rating | Skipped: 141 | Answered: 246 (63.6%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



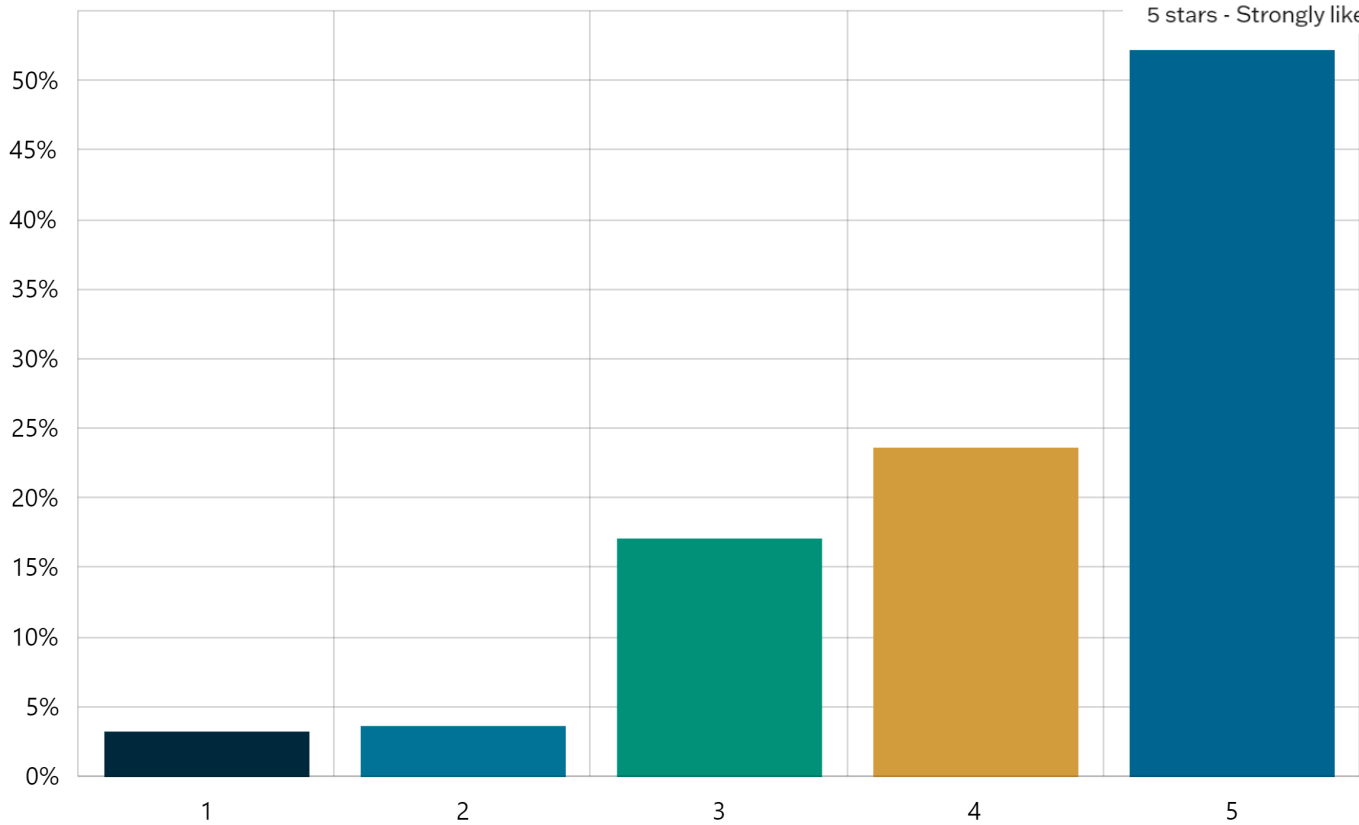
1	2	3	4	5	Count	Weighted average
5.28% 13	4.88% 12	15.45% 38	27.24% 67	47.15% 116	246	4.06



62. Rate this bike/pedestrian facility:

Rating | Skipped: 142 | Answered: 245 (63.3%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



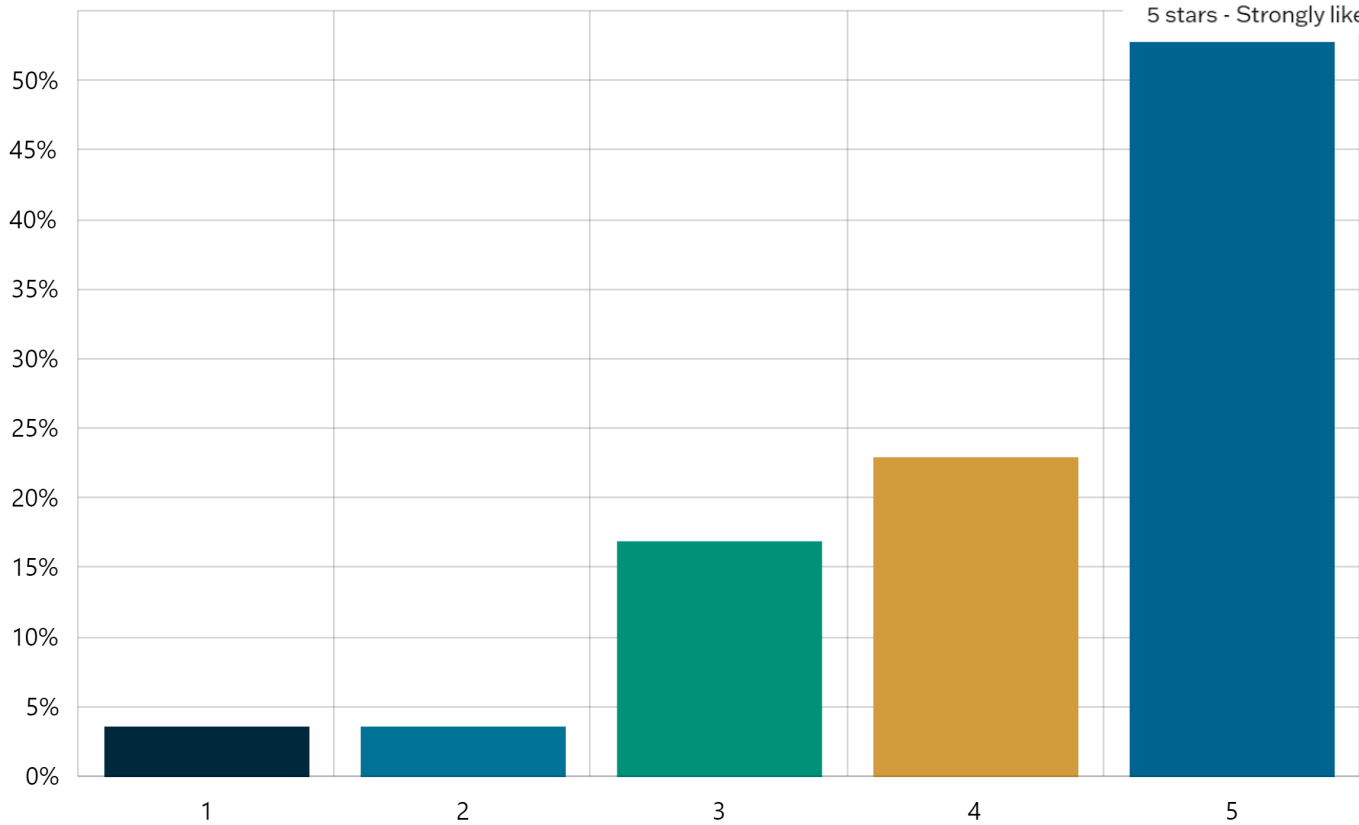
1	2	3	4	5	Count	Weighted average
3.27% 8	3.67% 9	17.14% 42	23.67% 58	52.24% 128	245	4.18



63. Rate this bike/pedestrian facility:

Rating | Skipped: 139 | Answered: 248 (64.1%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



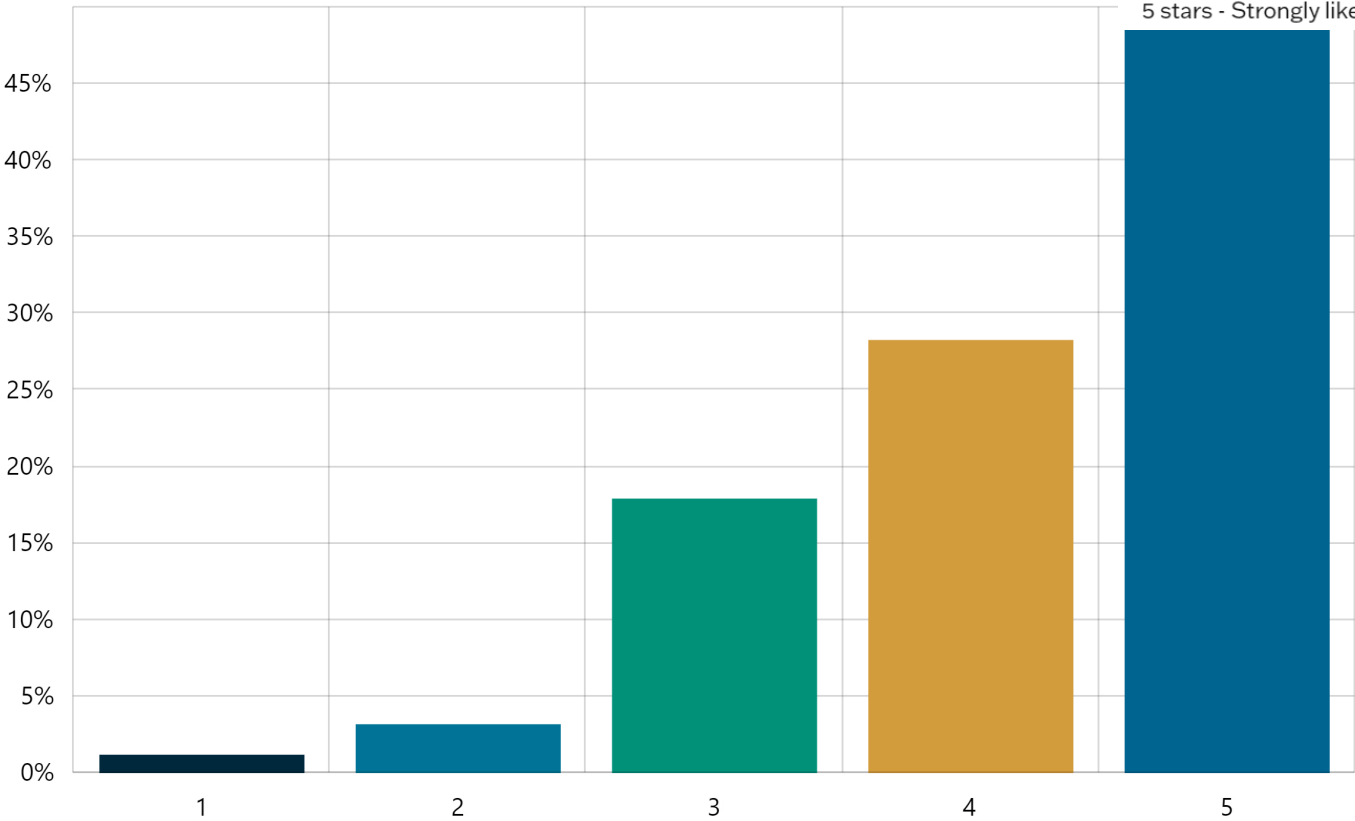
1	2	3	4	5	Count	Weighted average
3.63% 9	3.63% 9	16.94% 42	22.98% 57	52.82% 131	248	4.18



64. Rate this bike/pedestrian facility:

Rating | Skipped: 136 | Answered: 251 (64.9%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



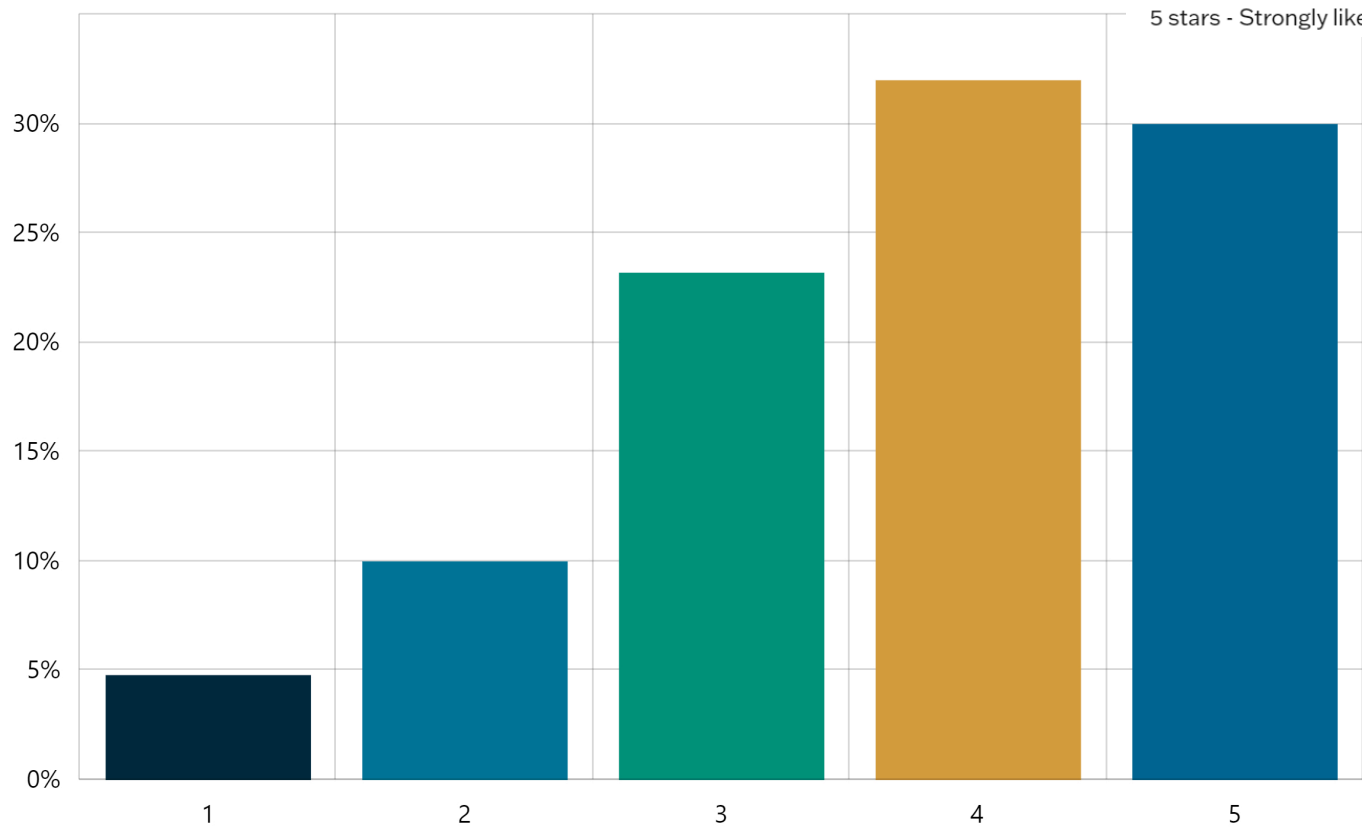
1	2	3	4	5	Count	Weighted average
1.20%	3.19%	17.93%	28.29%	49.40%	251	4.22
3	8	45	71	124		



65. Rate this bike/pedestrian facility:

Rating | Skipped: 137 | Answered: 250 (64.6%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



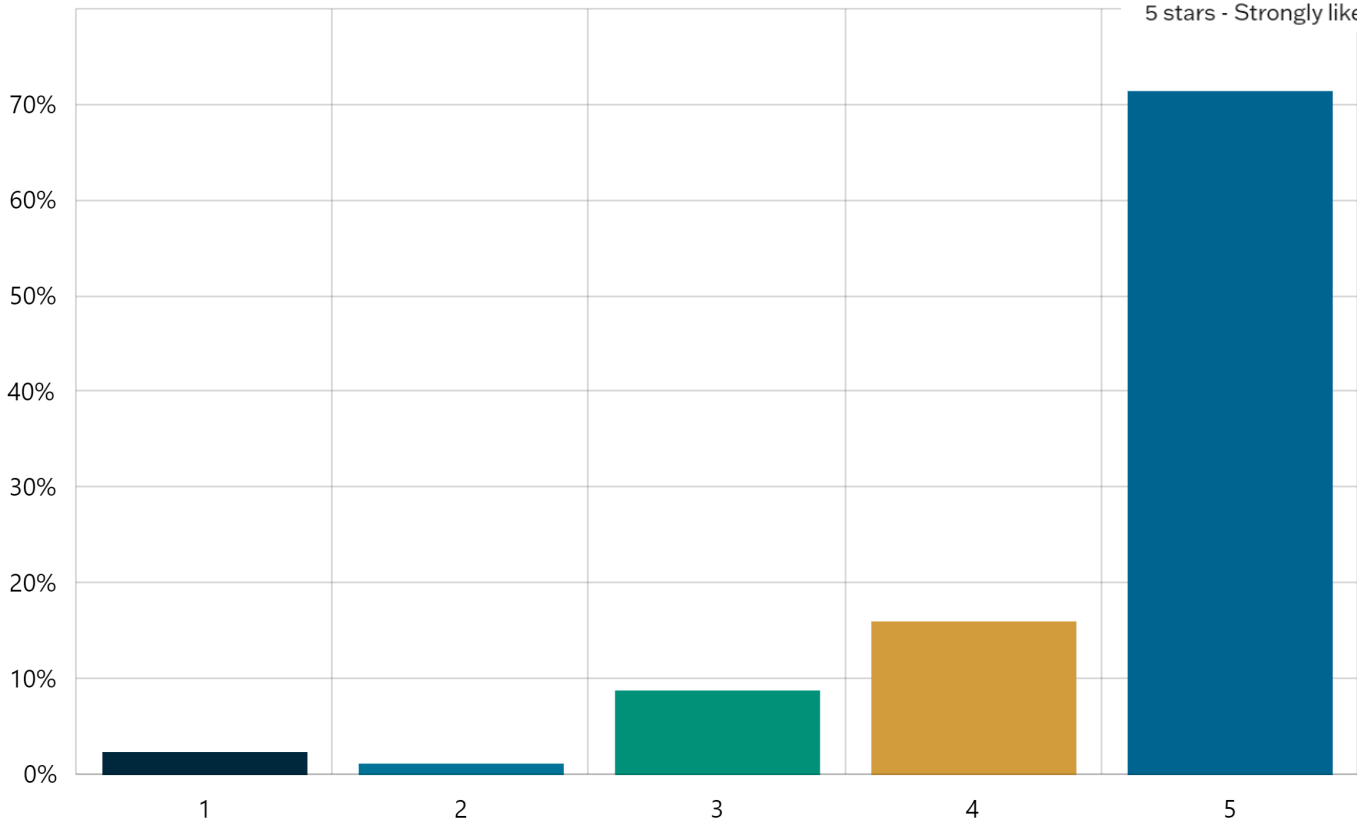
1	2	3	4	5	Count	Weighted average
4.80% 12	10.00% 25	23.20% 58	32.00% 80	30.00% 75	250	3.72



66. Rate this bike/pedestrian facility:

Rating | Skipped: 138 | Answered: 249 (64.3%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



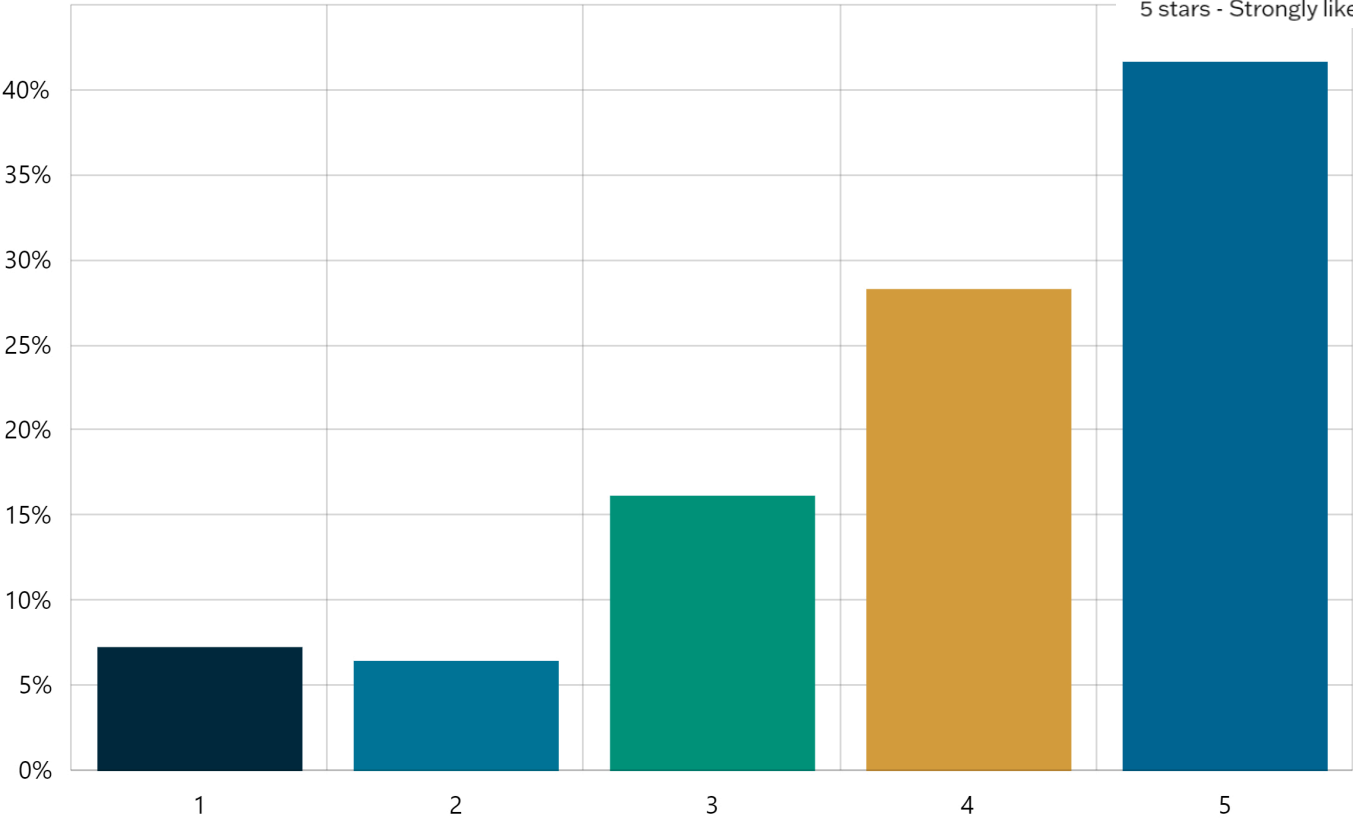
1	2	3	4	5	Count	Weighted average
2.41% 6	1.20% 3	8.84% 22	16.06% 40	71.49% 178	249	4.53



67. Rate this bike/pedestrian facility:

Rating | Skipped: 140 | Answered: 247 (63.8%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



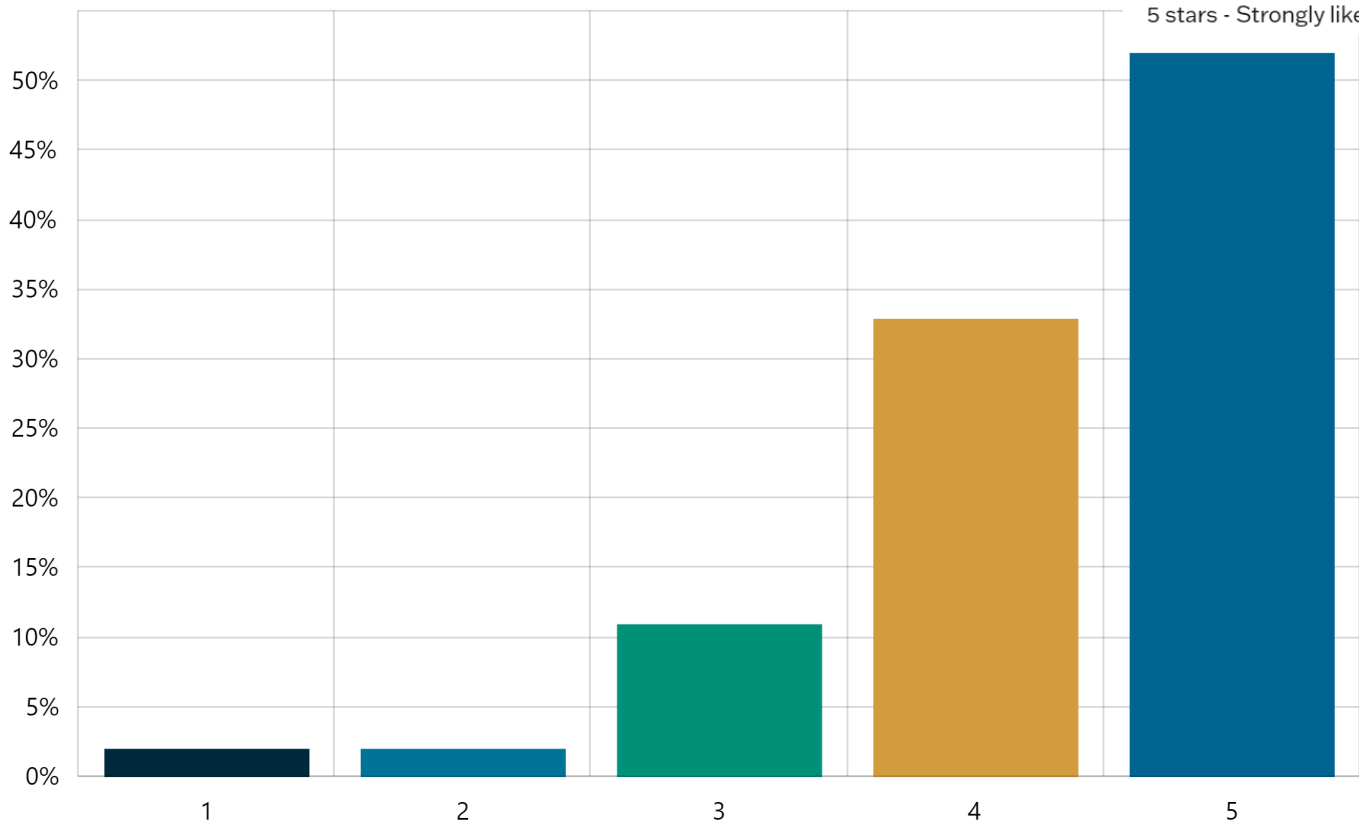
1	2	3	4	5	Count	Weighted average
7.29% 18	6.48% 16	16.19% 40	28.34% 70	41.70% 103	247	3.91



68. Rate this bike/pedestrian facility:

Rating | Skipped: 141 | Answered: 246 (63.6%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



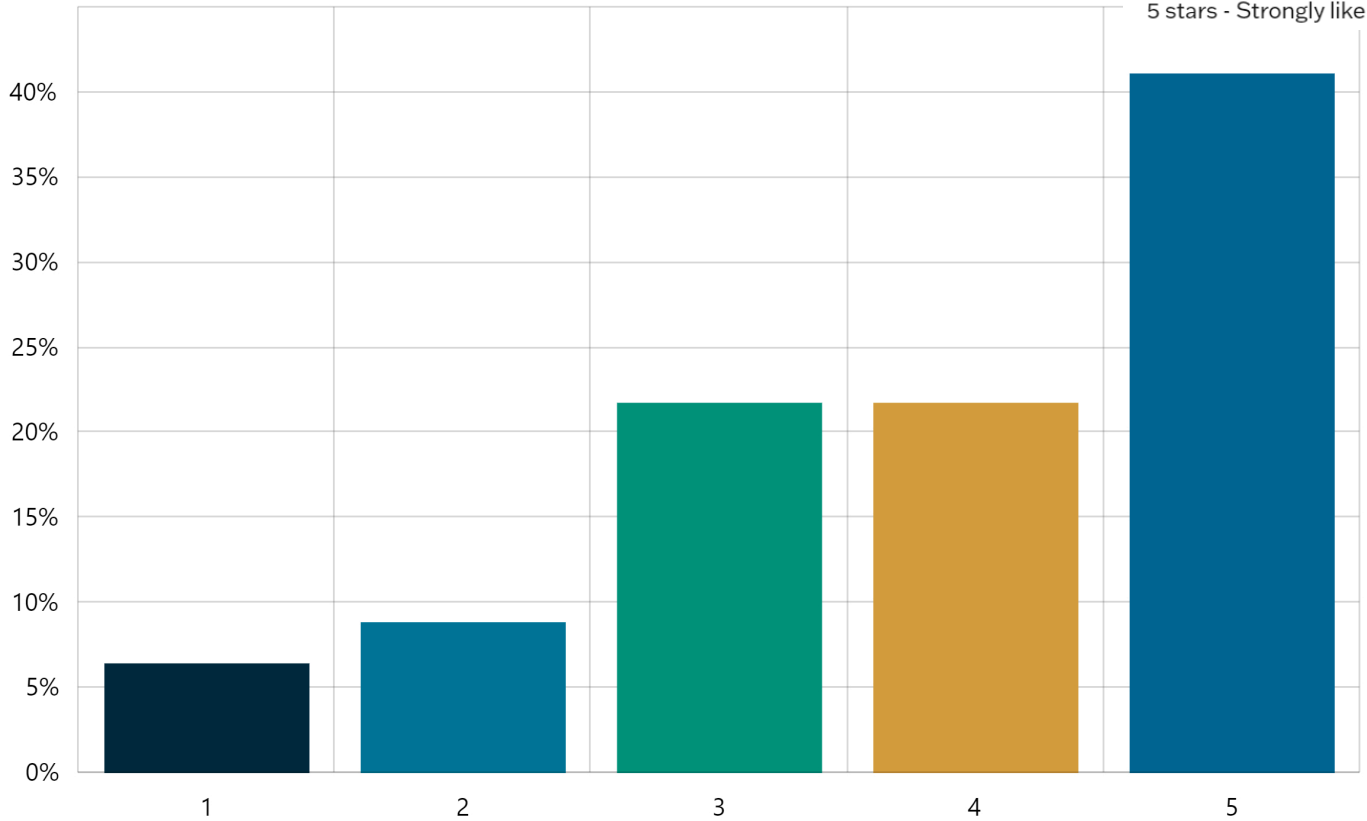
1	2	3	4	5	Count	Weighted average
2.03% 5	2.03% 5	10.98% 27	32.93% 81	52.03% 128	246	4.31



69. Rate this bike/pedestrian facility:

Rating | Skipped: 139 | Answered: 248 (64.1%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



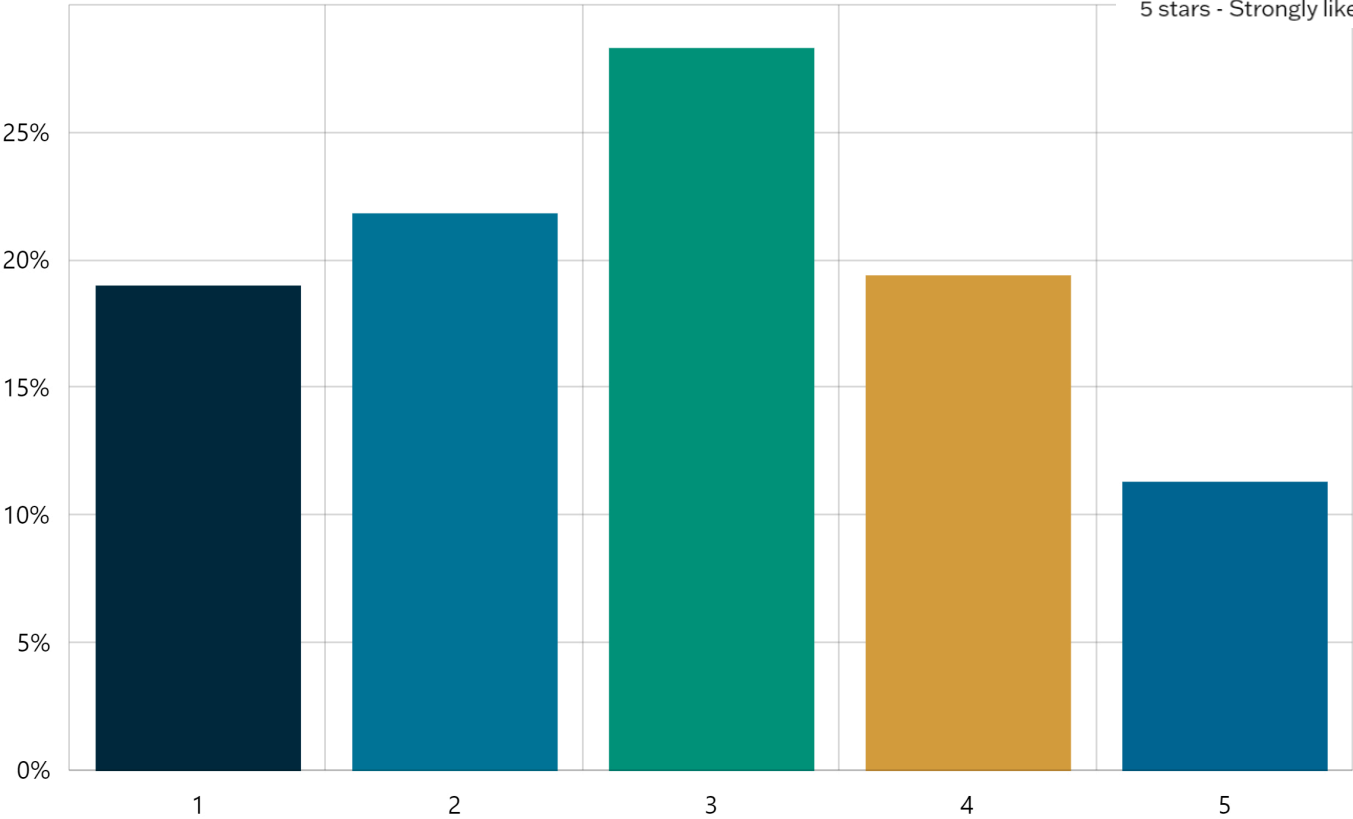
1	2	3	4	5	Count	Weighted average
6.45% 16	8.87% 22	21.77% 54	21.77% 54	41.13% 102	248	3.82



70. Rate this bike/pedestrian facility:

Rating | Skipped: 140 | Answered: 247 (63.8%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



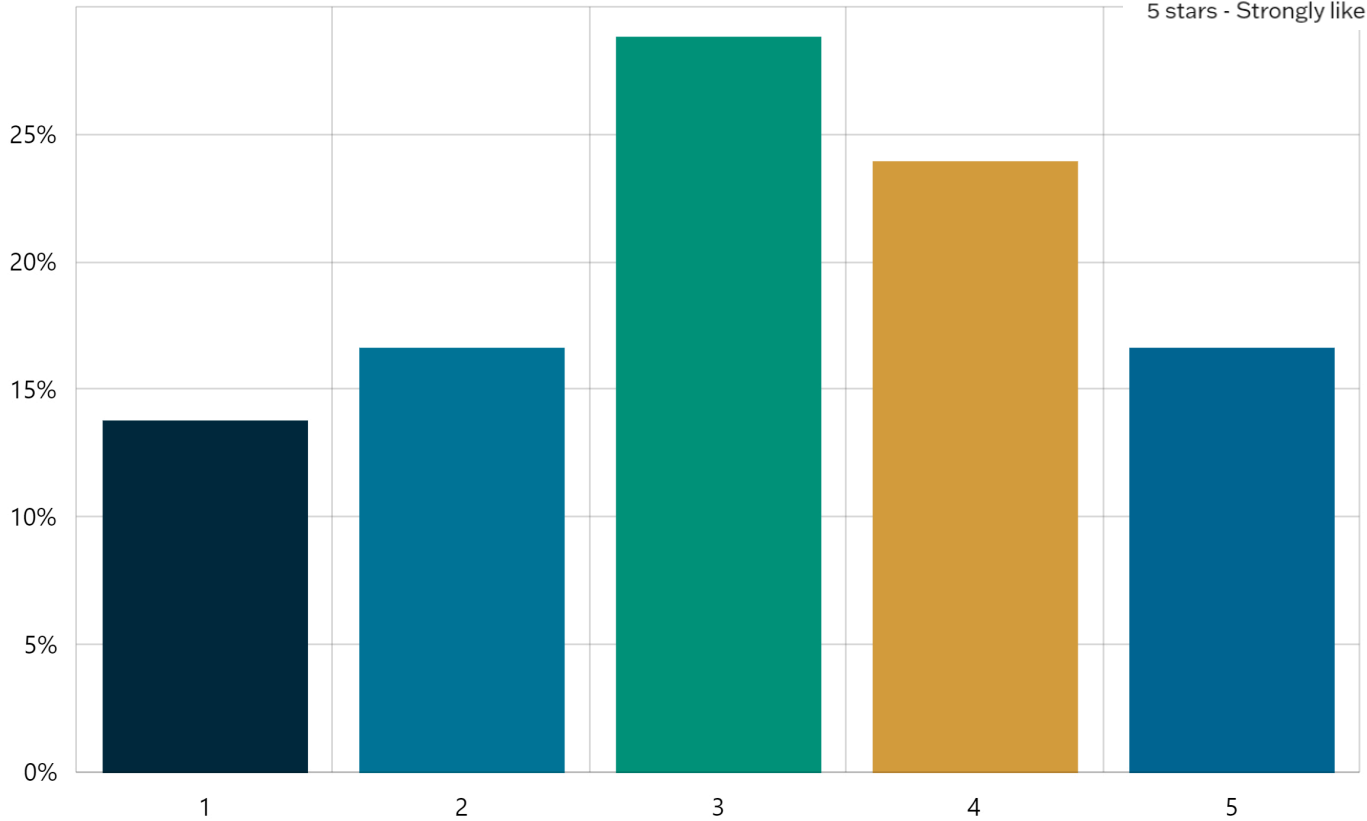
1	2	3	4	5	Count	Weighted average
19.03% 47	21.86% 54	28.34% 70	19.43% 48	11.34% 28	247	2.82



71. Rate this bike/pedestrian facility:

Rating | Skipped: 141 | Answered: 246 (63.6%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



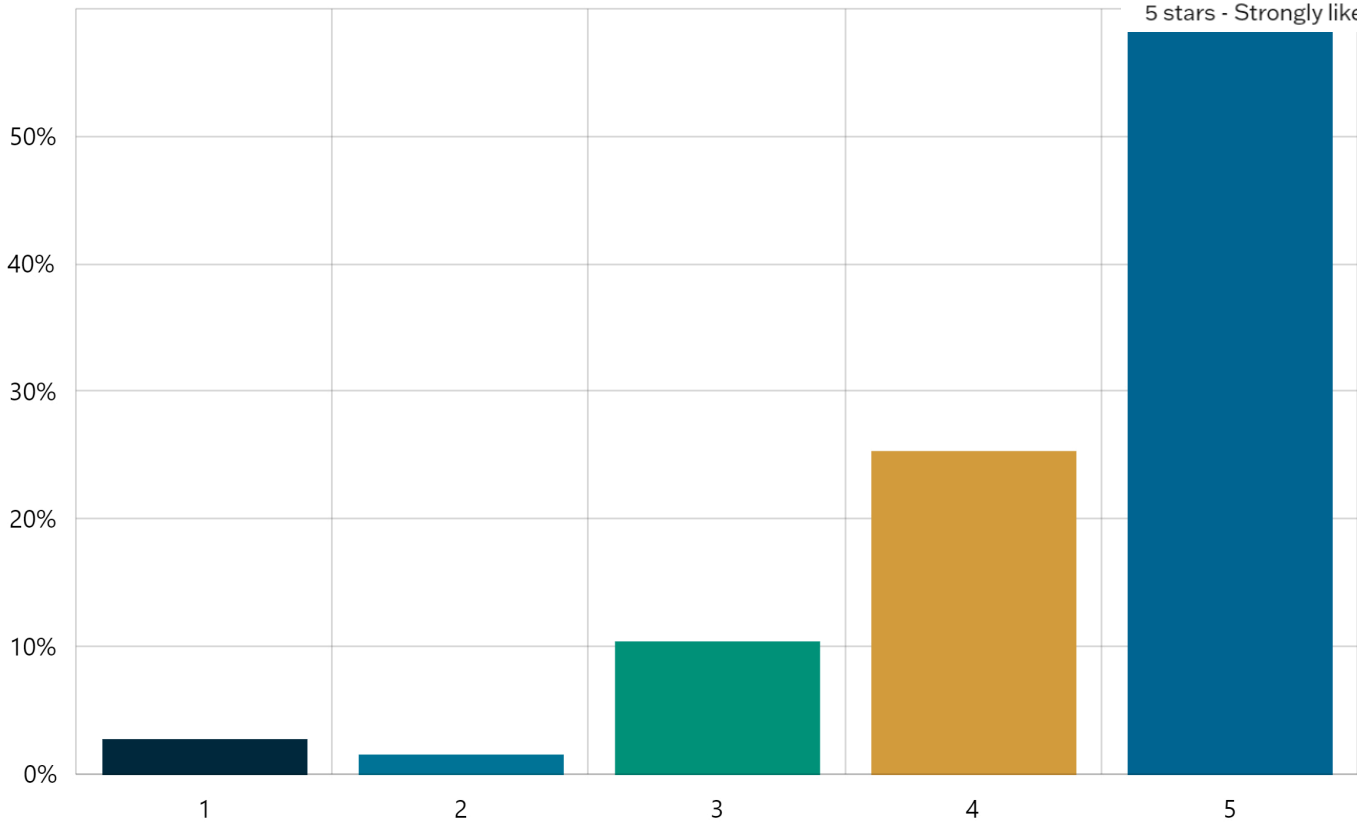
1	2	3	4	5	Count	Weighted average
13.82% 34	16.67% 41	28.86% 71	23.98% 59	16.67% 41	246	3.13



72. Rate this bike/pedestrian facility:

Rating | Skipped: 139 | Answered: 248 (64.1%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



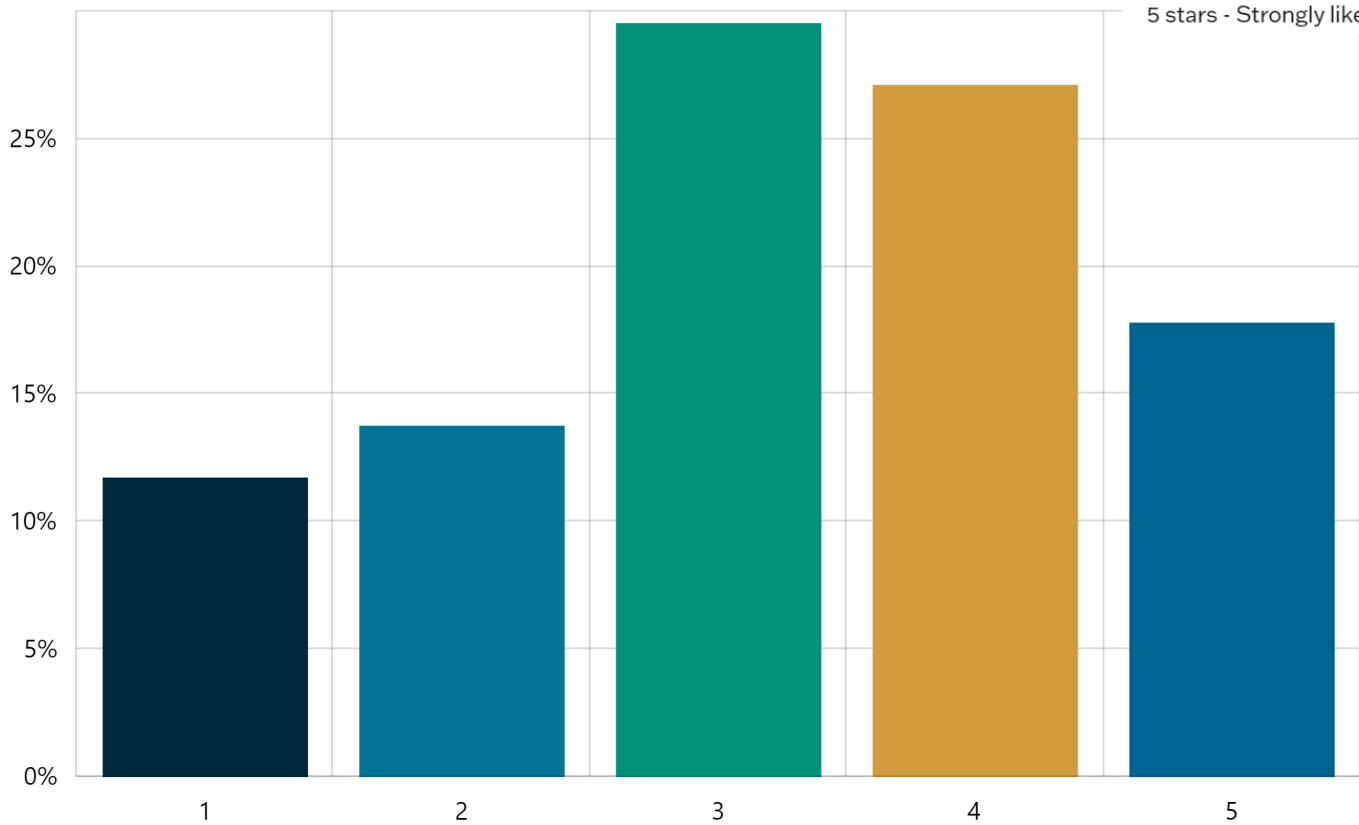
1	2	3	4	5	Count	Weighted average
2.82% 7	1.61% 4	10.48% 26	25.40% 63	59.68% 148	248	4.38



73. Rate this bike/pedestrian facility:

Rating | Skipped: 140 | Answered: 247 (63.8%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



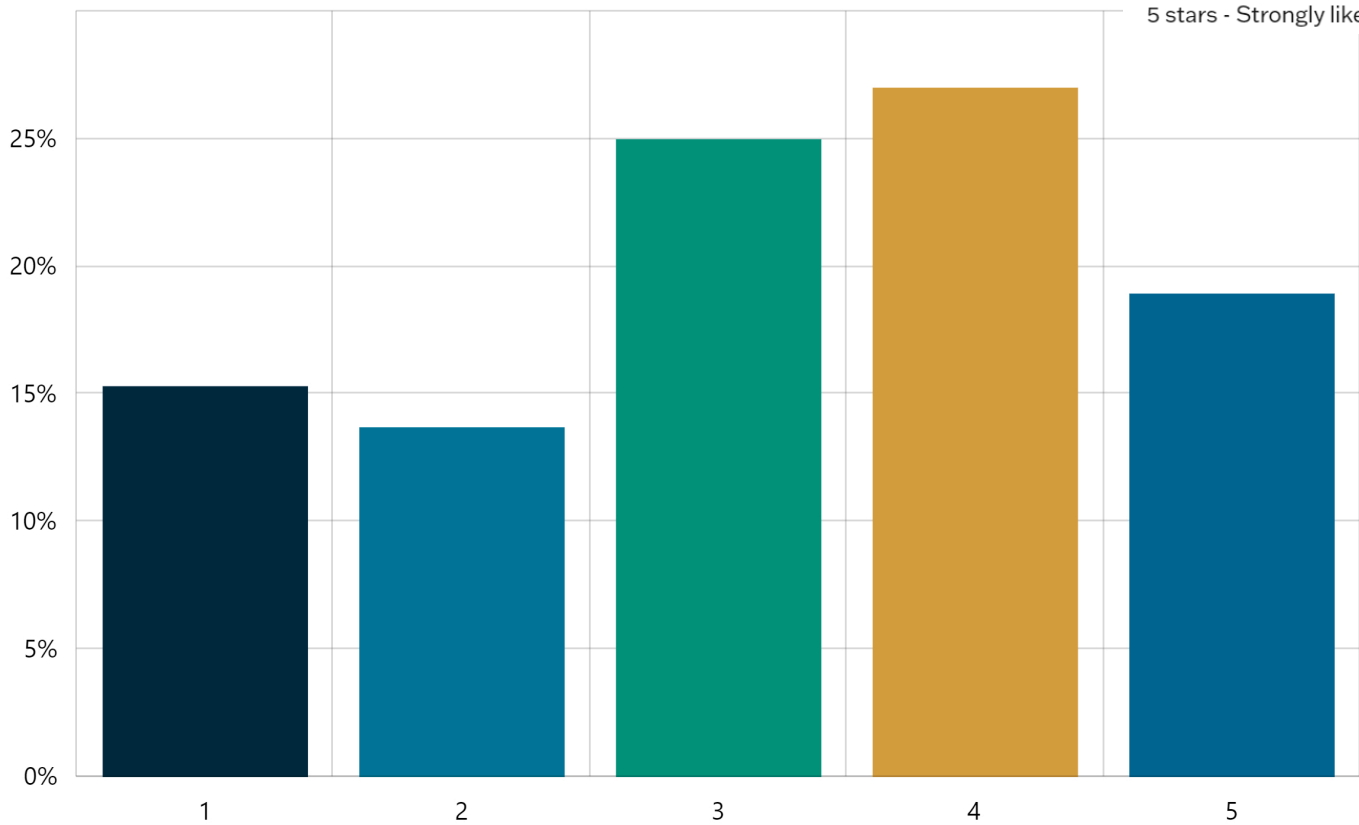
1	2	3	4	5	Count	Weighted average
11.74% 29	13.77% 34	29.55% 73	27.13% 67	17.81% 44	247	3.26



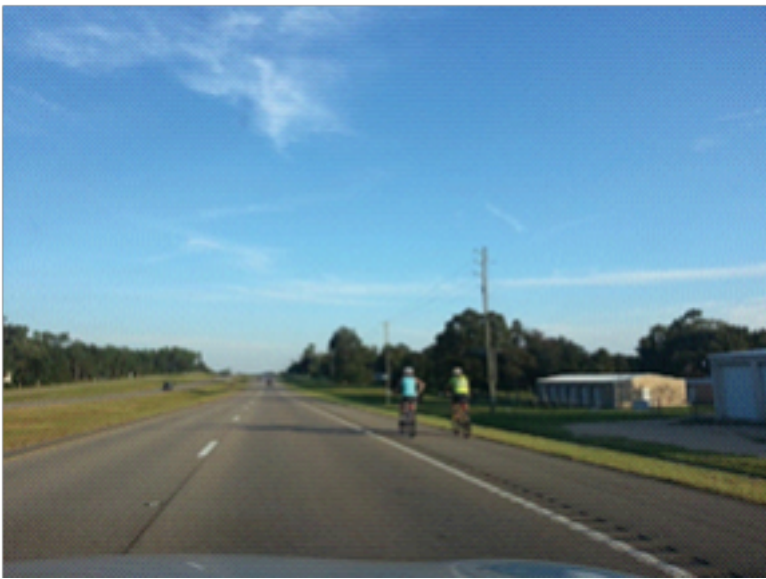
74. Rate this bike/pedestrian facility:

Rating | Skipped: 139 | Answered: 248 (64.1%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



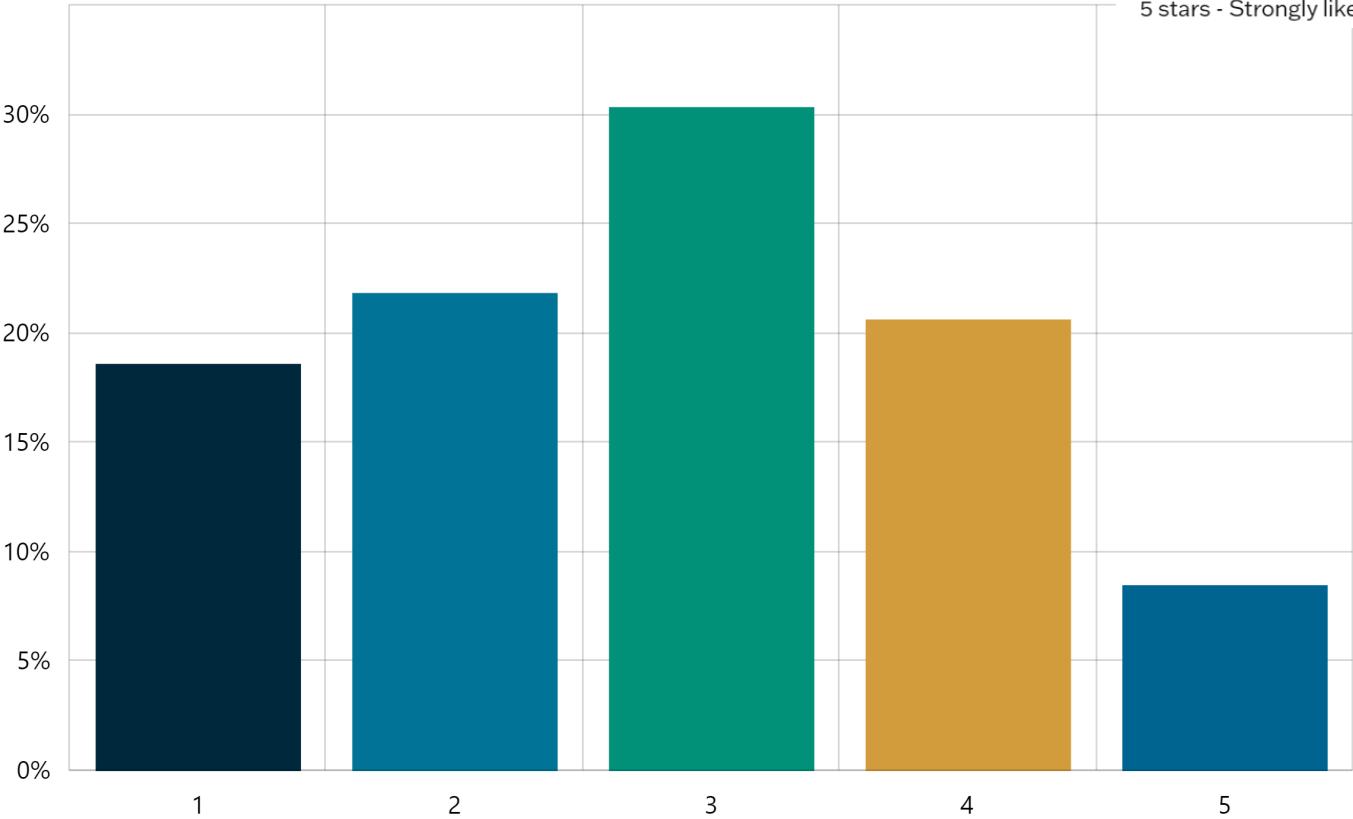
1	2	3	4	5	Count	Weighted average
15.32% 38	13.71% 34	25.00% 62	27.02% 67	18.95% 47	248	3.21



75. Rate this bike/pedestrian facility:

Rating | Skipped: 140 | Answered: 247 (63.8%)

- 1 star - Strongly dislike
- 2 stars - Dislike
- 3 stars - Neutral
- 4 stars - Like
- 5 stars - Strongly like



1	2	3	4	5	Count	Weighted average
18.62% 46	21.86% 54	30.36% 75	20.65% 51	8.50% 21	247	2.79





PROCLAMATION IN HONOR OF ARBOR DAY

WHEREAS, in 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees, and

WHEREAS, this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska, and

WHEREAS, Arbor Day is now observed throughout the nation and the world, and

WHEREAS, the Village of Thiensville, in honor of its commitment to effective urban forest management, has been recognized as a Tree City USA by the Arbor Day Foundation for the 9th consecutive year, and desires to continue its tree-planting ways, and

WHEREAS, Thiensville achieved Tree City USA recognition by meeting the program's four requirements: a tree board or department, a tree-care ordinance, an annual community forestry budget of at least \$2 per capita and an Arbor Day observance and proclamation, and

WHEREAS, Tree City USA communities see the impact an urban forest has in a community firsthand and recognition brings residents together and creates a sense of community pride, whether it is through volunteer engagement or public education, and

WHEREAS, trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce oxygen and provide habitat for wildlife, and

WHEREAS, trees in the Village of Thiensville increase property values, enhance the economic vitality of business areas and beautify our community, and trees, wherever they are planted, are a source of joy and spiritual renewal;

NOW, THEREFORE BE IT PROCLAIMED, *that the Village of Thiensville Board, hereby proclaims April 25, 2025 as "ARBOR DAY" in the Village of Thiensville, and urge all citizens to support efforts to care for our trees and woodlands and to support our Village's community forestry program; and, further, urge all citizens to plant trees to gladden the hearts and promote the well-being of the present and future generations.*

In Testimony Whereof, I have hereunto set my hand and seal this 10th day of March, 2025.

John Rosing
Village President

Colleen Landisch-Hansen
Village Administrator



2024 Sidewalk Repair Summary

Presented to: Village of Thiensville
Andy LaFond



Objectives & Results

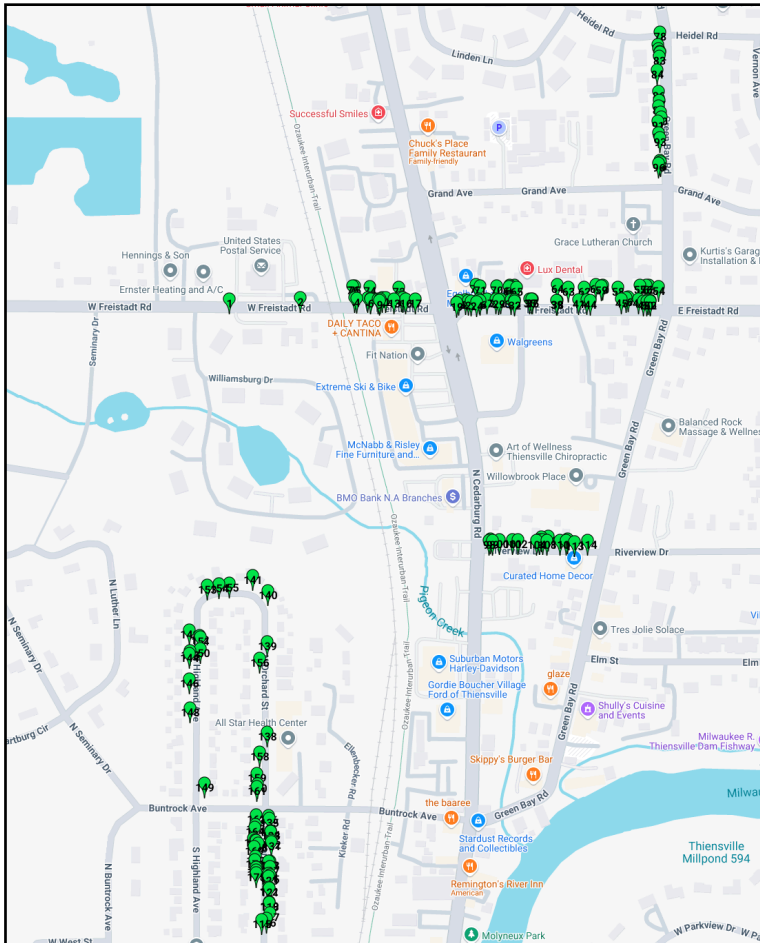
Your Objectives

1. Utilize saw-cutting to achieve an increase in the number of panels repaired
 - **Result:** In 2024, the Village repaired an extra **122** unsafe sidewalk panels using saw-cutting.
 - Including all projects from 2018-2024, Village of Thiensville repaired an extra **487** unsafe sidewalk panels.
2. Develop a strategic and proactive program to identify sidewalk defects until budget is reached
 - **Result:** Safe Step LLC consulted with Village of Thiensville to establish a 25 point criteria for defect identification and classification and confirmed the sidewalk areas/locations to be evaluated.
 - Village of Thiensville provided priority areas for evaluation; **1.76** of those miles were able to be evaluated for saw-cutting and R&R defects until the budget was reached.
3. Obtain accurate documentation for decision-making and record-keeping
 - **Result:** Safe Step LLC provided defect data through their exclusive online portal “**Sidewalk Central.**”
 - Village of Thiensville maintains full control to review and choose preferred repair types for each defect evaluated in the project area.
 - The data included the nearest defect address, defect measurements and photos, a map view of all defects, and other relevant notes; Completed saw-cutting repairs also include a repair photo for quality control and timestamp for record-keeping.
4. Decrease staff time and costs for sidewalk evaluations, documentation, and project management
 - **Result:** Village of Thiensville saved an estimated **13** engineering and management hours utilizing Safe Step LLC for the sidewalk consultation and reporting of 4,550 data points collected during the sidewalk evaluation; These costs are included as part of Safe Step's saw-cutting repairs.

Other Feedback

1. Village of Thiensville shared...

Saw-Cutting Repair Locations



The green markers on the map to the left indicate the locations of sidewalk defects repaired in 2024.

Due to the limitations of GPS mobile app technology, the locations shown above should be relied upon as approximate to their actual locations. Map Data: Google

2017-2024 Sidewalk Project Information

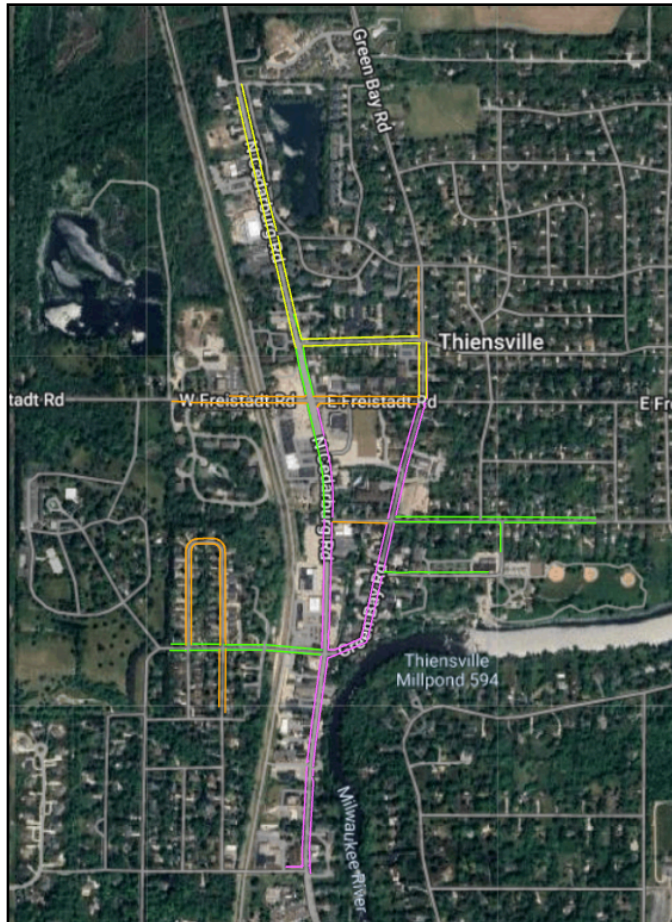
Project Year	Offset Criteria	Sidewalk Avg Width	Saw-cut Repairs	Total Cost of Saw-Cutting	Miles Repaired*	Sawcut Cost / Mile	Sq. Ft. Saved	# of Repairs if R&R used	Additional Repairs Using Safe Step	R&R Sq. Ft. Price
2017	5/8" - 1 3/4"	5.0	164	\$8,150	2.32	\$3,513	6,214	29	135	\$7.50
2018	5/8" - 1 3/4"	5.2	149	\$10,959	1.65	\$6,642	5,453	40	109	\$7.50
2023	1/2" - 1 3/4"	5.02	145	\$11,074	1.36	\$8,143	5,121	24	121	\$13.00
2024	1/2" - 1 3/4"	4.66	161	\$13,985	1.76	\$7,946	4,443	39	122	\$13.00
2017 - 2024		5.0	619	\$44,169	7.09	\$6,230	21,231	132	487	

*Sidewalk miles repaired are based on survey of sidewalk segments by offset criteria - scatter sites mileage not determined

Scott Prochaska • Project Manager • (920) 636-8231 • Scott@NoTrippin.com • www.notrippin.com

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Sidewalk Repair Program Progress



	2024	1.76 Miles
	2023	1.36 Miles
	2018	1.65 Miles
	2017	2.32 Miles
	Remaining	0 Miles
Total Miles		7.09

The map above shows the sidewalk areas that have been completed from 2017 onward.

Red highlighting indicates areas not yet evaluated or repaired. Various colored highlighting indicates the sidewalks that have been evaluated and repaired.

Estimated Sidewalk Infrastructure Value

Estimated Sidewalk Miles	Avg Width	Estimated Sq. Ft Cost	Total Value of Sidewalk
7.09	5.0	\$13.00	\$2,433,288

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Additional Benefits

Engineering Time Saved

1. Village of Thiensville saved approximately **14 engineering hours** utilizing Safe Step LLC.
2. This engineering time can be broken into three major categories:
 1. **Evaluation time:** Mapping and verifying sidewalk areas, defining and confirming a 25 point defect evaluation criteria, mobilizing, assessing each sidewalk panel, accurately capturing 26 key data points, photographing and time-stamping each defect, and physically marking sidewalk panels as appropriate.
 2. **Data validation time:** Processing and validating data for accuracy, preparing reports for project execution, archiving defect data for record-keeping, and preparing this yearly summary for review and future decision-making.
 3. **Project management time:** Verifying contractor's work, communication with contractor, quality assurance checks, interacting with residents, and more. Safe Step LLC's exclusive online portal allows city personnel to maintain control of the project with an easy method to review defects and photos, select preferred repair types, observe project completion, and ensure quality with completed repair photos, minimizing visits to the sidewalks.



Sample Repair Photo: Defect 23 repaired on 10-22-2024 on Freistadt adjacent to Walgreens at 2:26 PM.

Completed repair photos and timestamps help ensure

Public Support for Safe, Walkable Sidewalks

1. **85.9%** of adults think it important to find a walkable community with safe sidewalks when looking for a new place to live.
2. **87%** of Americans feel that it is important for local governments to achieve ADA compliance and for sidewalks to be accessible for those with disabilities.
3. **84.7%** of adults believe it is important to use local tax dollars toward sidewalks.

Results based on a nationwide survey conducted in April 2019 by Praecones Analytics