

Interurban Bike Trail Rating

Category	220 Points max rating	Notes
Total points	86	Good local bike trail.
Bathroom availability	3	Limited bathrooms on/adjacent to trail
Bathroom cleanliness	2	Portable toilets not clean. <u>Best bathroom is located</u> at the county transit building just south of Port Washington at the corner of Oakland Avenue and Spring Street, which also has a seasonal water source and is always clean but no signage on trail that this is a bathroom.
Bike repair stations	1	There is one on the west side of the I-43 bridge but the air gauge is shattered and the tools are on short cables. I believe there is another work station where the trail starts on the north side of Port, but I am not sure what the condition is.
Bike shop & service quality	2	There are three along the trail. The best are <u>Erik's in Grafton</u> and <u>Trailside in Mequon</u> which also offers bike rentals.
Destination	2	This is a good local bike trail for commuters or locals looking to get in daily rides but I would not consider this a true destination bike trail.
Informative trail website	1	<u>Outdated links</u> , poor interaction, limited local information with no links to listed items.
Length of trail	8	The basic trail is 30 miles but you can connect to other trails.
Lodging options	8	Lots of choices.
Other outdoor activities	8	Hiking and kayaking is located nearby but not mentioned on website.
Restaurant options	10	Lots of great restaurants located along the bike trail. <u>My interactive Map</u>
Riding difficulty	6	Some hills going into and out of Port Washington
Road crossings well marked	2	Very limited warning systems for motorists approaching road/trail crossings
Scenery	5	Limited to urban or farm land with the exception of <u>Coal Dock Park</u> and <u>Upper Lake Park</u> in Port Washington which are technically not on the bike path and no mention on the website and definitely worth the stop.
Shuttle Service	0	None available
Surface condition	5	Paved trail. With so many towns, villages, cities and county governments involved there is no consistency to trail conditions. A portion of the bike trail from Grafton to Port Washington has been repaved in the summer of 2025. The other portions of the trail range from average to poor conditions.
Trail emergency markers	0	
Trail hosts	0	
Trail maintenance	1	There is virtually no maintenance on the trail in regard to washouts and gravel on the trail or grass left on the trail when crews are mowing the sides of the trail once or twice a year.
Trail permit required	10	No permit required
Trail signage	2	Mile markers and no other informative signage
Trailhead parking	8	Several parking areas listed on website, however there are no links to google maps to make it easy to locate parking if you are not familiar with the area.
Unique features	2	Bridges over <u>Sauk Creek in Cedarburg</u> , over the <u>Milwaukee River north of Grafton</u> and over I43 north of Grafton.

Category Descriptions

Category	Notes
	Lowest score (bad)=1 Highest score (good)=10
Bathroom Availability	This is based on bathrooms located directly on the trail and does not consider local businesses as bathrooms.
Bathroom cleanliness	Enough said :)
Bike repair stations	Are there ample bike repair stations AND are the tools and air gauges functional or in disrepair.
Bike shop & service quality	Based on a local bike shop and its base of products and ability to repair basic bike challenges such as chains, tires, brakes etc. Bike rentals for the trail and ebikes a plus.
Destination	Would I drive two hours or more to ride this bike trail?
Informative trail website	Does the site offer interactive maps, links to local businesses, trail heads and other local activities.
Length of trail	I think a destination trail needs to be at least 10 miles in length with exceptions like the Mariner Trail which is only 6.5 miles but they are all along Lake Michigan...just ride it twice.
Lodging options	Wide range of options from inexpensive camping to luxe accommodations.
Other outdoor activities	Nearby access to kayaking, hiking, rafting.
Restaurant options	Wide range of options and quality of these options.
Riding difficulty	A lower score would mean very hilly. Yes, ebikes make that easier, but can still be a challenge. 10% grades on the Heritage Trail at Sleeping Bears dunes are truly a "bear" to ride, even on ebikes. The Mariner Trail is a Sunday Cruise.
Road crossings well marked	Are there flashing signs on the road, warning of a trail crossing or cone type markers placed in the road/cross walk.
Scenery	Objective, some like farmland, some urban. I lean towards woods, lakes, streams, trestles, wildflower fields.
Shuttle Service	Simple enough.
Surface condition	Smooth asphalt, well graded crushed stone are ideal.
Trail emergency markers	Located in the pavement of the trail itself or adjacent to trail which are quick references when calling 911 for help on the trail.
Trail hosts	Informational hosts about the trail and local businesses.
Trail maintenance	Are the trails kept clean after a storm or normal brush maintenance. Gold standard is Heart of Vilas County Trail.
Trail permit required	Not a bad thing. 5 points if you need to purchase a season or day pass and 10 points if you don't need a pass.
Trail signage	Mile markers are expected. Signs for bathrooms and distance to them and uniform signs for local food establishments, services and trailheads are a plus
Trailhead parking	Ample, secure trailhead parking.
Unique features	Outstanding scenery....In Wisconsin, The Bearskin is the gold standard with 13 trestles, meandering streams and fall color.

Summary: This trail is good for the locals who want to get out and exercise on a daily basis or use as a way to commute to work. From Mequon to Grafton the trail is too chopped up for me to make it an enjoyable ride, with lots of crossroads, people and trail traffic. The tradeoff is you also have the highest concentration of great restaurant choices in this section of the trail.

From The north side of Grafton to Port Washington is nice because it is mostly downhill and you cross a couple of bridges over small creeks or streams. In this section you begin to ride past farm fields and ultimately coast into the south side of Port Washington. Lots of one time riders have a hard wandering through port and finding the north side of town connection to the IBT. If you get off the trail and down by the Marina, there are several restaurants and breweries to stop at for a bite and view of the marina.

The next section is a climb out of Port towards Oostburg along a small stream. At the top of the climb, turn right off of the trail and pedal a couple of blocks to get to Upper Lake Park which is also not on the trail but the best place to stop for a break and eat your packed lunch on the bluff overlooking Lake Michigan.

For the next few years the rest of the trail is in limbo as a very large and controversial Data Center is being built adjacent to the bike trail so you probably will be redirected on to local roads.....nobody likes that and the road options are not quiet little roads. This section of the trail is also in the very worst condition with endless bumps and potholes that were to be resurfaced but is now on hold.