

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION'S
TRANSPORTATION
TECHNICAL ADVISORY COMMITTEE**

**March 9, 2021
1:00 P.M.**

**Large Conference Room
210 RIVER DR., WAUSAU, WI**

Commission Purpose: *The Commission shall be concerned with studies and recommendations relating to activities including but not limited to land-use; natural resources; utilities; and transportation systems within the metropolitan planning area. (Commission Bylaws last updated: 6-12-08)*

Transportation Technical Advisory Committee (TAC): *Gaylene Rhoden, Randy Fifrick, Tim Vergara, Keith Donner, Jeff Gates, Mark Thout, Brad Lenz, Dave Mack, Andrew Lynch, Darryl Landeau, Jim Griesbach, Greg Seubert, Richard Downey, Scott Turner, Keith Rusch, Brian Grefe, Eric Lindman, David Eckmann, James Kuehn, David Meurett, Gary Olsen*

The meeting site identified above will be open to the public. However, due to the COVID-19 pandemic and associated public health directives, Marathon County encourages Metropolitan Planning Commission Technical Advisory Committee members and the public to attend this meeting remotely. To this end, instead of attendance in person, Metropolitan Planning Commission Technical Advisory Committee members and the public may attend this meeting by **telephone conference**. If Metropolitan Planning Commission Technical Advisory Committee members or members of the public cannot attend remotely, Marathon County requests that appropriate safety measures, including adequate social distancing, be utilized by all in-person attendees.

Persons wishing to attend the meeting by phone may call into the telephone conference beginning **five (5) minutes prior to the start time indicated above using the following number:**

PHONE NUMBER: 1-408-418-9388

Access Code: 187 736 7727

Please Note: If you are prompted to provide an "Attendee Identification Number" enter the # sign. No other number is required to participate in the telephone conference. When you enter the telephone conference, PLEASE PUT YOUR PHONE ON MUTE!

Agenda Items:


1. CALL TO ORDER AND INTRODUCTIONS;
2. PUBLIC COMMENT;

Policy Discussion and Possible Action:

3. APPROVE MINUTES OF THE FEBRUARY 9, 2021 TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING;
4. BICYCLE/PEDESTRIAN PLAN UPDATE;
5. 2021 LONG RANGE TRANSPORTATION PLAN, ACTION ITEMS FOR THE GOALS AND OBJECTIVES;
6. TRAFFIC MODEL INFORMATION FOR COMMUNITIES;
7. NEXT MEETING DATE – APRIL 13, 2021;
8. ADJOURN.

Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk's Office at 715-261-1500 one business day before the meeting.

FAXED TO: Daily Herald (848-9361) City Pages (848-5887)
Midwest Radio Group (848-3158)
CenterState Marketplace (446-2370)
FAXED BY: BI _____
FAX DATE/TIME: 03/02/2021 9:50am

SIGNED 
PRESIDING OFFICER OR DESIGNEE
NOTICE POSTED AT COURTHOUSE:
By: _____
Date: _____

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Transportation Technical Advisory Committee
Minutes – February 9, 2021

Transportation Technical Advisory Committee: Dave Mack, Gaylene Rhoden, Mark Thout, Michael Wodalski, Darryl Landeau, Tim Vergara, Dave Meurette, Brad Lenz, Randy Fifrick, Kevin Lang, Greg Seubert, Mitch Batuzich, Jim Kuehn, Eric Lindman,

Others: Andrew Lynch, Brenda Iczkowski, John Robinson, Jared Wehner

1. Call to Order / Introductions

The presence of a quorum, the agenda being properly signed and posted, the meeting was called to order by Commission Chairperson Robinson at 1:00 p.m., Large Conference Room, 210 River Drive, Wausau, Wisconsin and virtually via WebEx.

2. Public Comment – None.

3. Approve Minutes of the August 25, 2020 Transportation TAC meeting

Action: MOTION / SECOND BY FIFRICK / VERGARA TO APPROVE THE AUGUST 25, 2020 MINUTES OF THE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE, MOTION CARRIED BY VOICE VOTE, NO DISSENT.

4. 2021 Long Range Transportation Plan Update

Discussion: Mack briefly explained the reasoning for the 2021 Long Range Transportation Plan (LRTP). In the packet included the 2021 LRTP Goals and Objectives that were summarized with the Goals being as followed:

- Goal 1 - Develop and maintain the Transportation System to support the Economic Health of the area
- Goal 2 - Develop and maintain the Transportation System to minimize the Social and Environmental Impacts to the area
- Goal 3 – Develop and maintain a safe and efficient Multi-Modal Transportation System in the area
- Goal 4 – Develop and maintain the Transportation System that will optimize the Financial Resources in the area
- Goal 5 – Foster Cooperation and coordination among the Municipalities and Agencies through the Planning and Public Involvement Process.

Discussion took place to better clarify some of the Objectives associated with the Goals.

Mack continued with the ten 2021 Planning factors that are in the Federal Transportation Bill, Fixing America's Surfaces Transportation Act (FAST ACT).

The projects list that was identified during the arterial and bridge projects were then summarized. The projects list for the traffic modeling are broken down into 4 sections; Bridges, Roadways, Interchanged and Intersections. In 2020, these projects were discussed with staff from the municipalities.

Action: None at this time.

Follow Through: Staff will make appropriate changes as mentioned and bring the updated 2021 LRTP Goals and Objectives to the next meeting.

5. UniverCity Salt-Use Project

Discussion: Lynch gave an overview of the UniverCity program and the purpose of the program. Marathon County applied for this program through the University of Madison. In the packet is one of the first projects identified by the UniverCity Program to begin work on which is developing data

needs for road salt-use in the metro area to potentially create consistency and address areas of concern.

Action: None at this time.

Follow Through: Staff will continue to update the committee with the program.

6. Next Meeting Date – March 9, 2021 at 1:00 PM.

Action: This meeting will be scheduled.

Follow Through: None at this time.

8. Adjourn

There being no further business, **Chairman Robinson ADJOURNED THE MEETING AT 1:57 PM. MOTION CARRIED VOICE VOTE, NO DISSENT.**

Submitted by:
David Mack, MPO Director
Marathon County Conservation, Planning and Zoning
BI

Bicycle and Pedestrian Plan for the Wausau Area Metropolitan Planning Organization - Changes for 2020 Update

Project Complete	Project ID	Project Street	From Street	To Street	Facility Recommendation	Road Diet	Lane Diet	Length (miles)	Length (feet)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments
	7	South Mountain Rd	Bittersweet Rd	Town of Rib Mountain	Path			2.3	12246	\$ 386,166	\$ 317,457	T. of Rib Mountain	Extend Path along Cty N corridor to Red Bud as development allows. Connect with trails to Nine Mile and Rib Mountain State Park.
	19	Weston Ave	Alderson St	Birch St	Path			0.5	2709	\$ 56,951	\$ 46,817	V. of Rothschild / V. of Weston	Off-street Path between Volkman and Camp Phillips
	20	Weston Ave	Birch St	Camp Phillips Rd	Path	Yes		0.5	2737	\$ 25,815	\$ 20,639	V. of Weston	Off-street Path between Volkman and Camp Phillips
	21	Weston Ave	Camp Phillips Rd	Zinser St	Path			2.5	13040	\$ 274,136	\$ 225,360	V. of Weston	Path east of Camp Phillips connecting to new developments.
	23	Schofield Ave	Grand Ave	Camp Phillips Rd	Path	Yes		1.6	8636	\$ 81,453	\$ 65,123	V. of Weston	Off-street Path. Median in road may not allow for road diet. Vehicle volume and speeds would not be comfortable to on street infrastructure.
	27	Ross St	Foundry St	Pine St	Path			0.3	1742	\$ 13,824	\$ 11,483	C. of Schofield	Off-street path, likely along south side of Ross. Roadway could be narrowed during reconstruction.
	96	Schofield Ave	Camp Phillips Rd	Ryan St	Path	Yes		1.8	9580	\$ 90,357	\$ 72,242	V. of Weston	Off-street Path. Median in road may not allow for road diet. Traffic and speeds would not be comfortable to on street infrastructure.
	97	Schofield Ave	Grand Ave	Camp Phillips Rd	Path			\$ 2	8636	\$ 81,453	\$ 65,123	V. of Weston	Off-street Path. Median in road may not allow for road diet. Traffic and speeds would not be comfortable to on street infrastructure.
	111	Weston Ave	Volkman St	Wall St	Path			0.6	2978	\$ 31,303	\$ 25,733	V. of Rothschild	Off-street Path between Volkman and Camp Phillips
	112	Weston Ave	Wall St	Alderson St	Path			0.2	1317	\$ 34,595	\$ 33,278	V. of Rothschild	Off-street Path between Volkman and Camp Phillips
	3	County X	County XX	Pleasant Dr	Path			1.4	7241	\$ 295,400	\$ 295,400	Marathon County	Paved Path from County XX to Howland Dr to connect to existing trail in Village of Weston.
	31	Sherman St	1st Ave	17th Ave	Sharrows			0.8	4482	\$ 29,456	\$ 28,334	C. of Wausau	Sharrows
	42	Stettin Dr	Stewart Ave	72nd Ave	Path			2.3	11951	\$ 251,243	\$ 206,540	C. of Wausau / T. of Stettin	Off-Street path between Brockmeyer Park and Stettin Elementary.
	46	28th Ave	Highway 52	Sherman St	Path			0.5	2854	\$ 18,756	\$ 18,042	C. of Wausau	Consider trail facility between Stewart and Hwy 52.
	78	3rd St	Bridge St	Wausau Ave	Bike lane			0.3	1534	\$ 12,173	\$ 10,112	C. of Wausau	Remove parking on one side of street. Stripe street with wide parking lane, travel lanes, and buffered bike lane on other side.
	80	6th St	Union Ave	Riverview Ct	Bike lane			0.9	4778	\$ 31,401	\$ 30,205	C. of Wausau	There may be room for parking, travel lanes, and buffered bike lanes. At minimum, stripe parking lanes to create de facto bike lanes.
	83	Grand Ave	Schofield Ave	Forest St	Bike lane			\$ 3	18070	\$ 783,033	\$ 452,814	C. of Wausau /WisDOT	Existing right-of-way is too constrained. There may be room to squeeze lanes in at the edges, but there are concerns about a seam developing where asphalt has been poured over the gutter pan. Recommend adding bike lanes or buffered bike lanes when road is reconstructed. Utilize opportunities to add trail facility where feasible (between Sturgeon Eddy and Thomas Ave) including extension of River's Edge Trail.
	87	Highway 52 Pkwy	17th	Stewart Ave	Path			\$ 2	11438	\$ 495,647	\$ 286,624	C. of Wausau /WisDOT	Existing paved shoulder. Off street path on at least one side would be preferable.
	91	Stewart Ave	1st Ave	1st St	Bike lane	Yes		\$ 1	3152	\$ -	\$ 78,986	C. of Wausau /WisDOT	Existing bridge is too narrow to add bike lanes. Reduce bridge from 3 to 2 lanes for extension of sidewalk or buffered bike lane. Should also include improvements to intersection at 1st Street.
	118	Path	CTH WW	Marshall Hill Road	Path							V. of Maine	Path along RR tracks in WPS trolley ROW. Provides connection to Brokaw area.
	119	Path	CTH WW	Merrill	Path							V. of Maine	Short section of path in MPO planning area would provide connection from Wausau to recreation area in V. of Maine and beyond to Merrill.
	120	Bridge	Packer Drive	CTH NN	Path							Marathon County	Improving unused RR bridge across the Rib River and connecting with path from Wausau/Stettin to Rib Mountain. This is located outside of MPO planning area but would provide vital connection for communities.
	121	Bridge	Grossmann Ave	Northwestern Ave	Path							C. of Schofield	Bridge would extend path from the end of Grossman St to the north side of Eau Claire River and connect to Northwestern Avenue and/or Kent St. Could provide alternate route to Grand Avenue.
	122	Path	72nd Ave	CTH O	Path							C. of Wausau	Off Street path through the Business Park that connects north-south path on 72nd Ave to CTH O. Direct route that avoids roads with heavy trucks.
	123	Path	Eau Claire River	Kent St	Path							C. of Wausau	Path through the Eau Claire Conservancy area located between the river and Kent Street. This would connect to the Schofield bridge and serve as an alternate to Grand Ave.

	124	Path	River Street	Old Hwy 51 Trail	Path							C. of Mosinee	Provide crucial link between new Kronenwetter path and access to Mosinee.
	125	Trillium Trail	Buttercup Lane	Aster Road	Path							T. of Rib Mountain	Continues Trillium Trail path south to Water Treatment plant on Aster Road. Lies outside of current MPO planning boundary. Would connect Route 5, 7, and MB.
	126	Stewart Ave	Washington St	Forest St	Intersection							C. of Wausau	Complete rebuild of intersection of Stewart, Washington, 1st St, and Forest St. as detailed in the Urban Design & Transportation Plan 2019.
	127	Forest St	Washington St	Grand Ave	Path							C. of Wausau	Change Forest St to a two way with a seperated two way bike path on the south side. Detailed in the Urban Design & Transportation Plan 2019.
	128	Forest St	Grand Ave	6th St	Intersection							C. of Wausau	Convert intersection into a roundabout to better accommodate bicycle, pedestrain, and vehicle movements. Detailed in the Urban Design & Transportation Plan 2019.
	129	5th St	Forest St	Washington St	Bike lane	Yes						C. of Wausau	Create two way buffered bike lane to allow access into downtown area. Reduce car lanes to two from three.

Additional changes to the Master Plan

Summary of Existing Plans and Policies (pg 2-6)

Plans below will either replace their earlier version or are standalone documents:

Wausau Metropolitan Area Long-Range Transportation Plan, 2035 (2016)

North Central Wisconsin Regional Bicycle Facilities Network Plan (2017)

River Edge Master Plan Update – 2020 (Wausau)

South Riverfront Area Master Plan – 2020 (Wausau)

Towers Area Master Plan – 2020 (Wausau)

Urban Design & Transportation Master Plan – 2019 (Wausau)

Unlocking Our Potential – 2020 (Wausau Center Mall)

Bikeway Enhancements (pg 3-11)

MPO Communities must consider the installation of devices that will allow a bicycle to trigger a green light while remaining in the travel lane for any intersections that cross the MPO Bike Route system. This was successfully implemented in the City of Wausau at the intersection of Kent St and Grand Avenue.

2021 LRTP

GOALS, OBJECTIVES AND ACTIONS

Goal # 1 Develop and maintain the Transportation System to support the Economic Health of the area

Objectives:

- Promote economic growth that efficiently utilizes existing infrastructure and minimizes the need for additional infrastructure.
 - Action: Monitor within the metro area
 - Measure: Track Population and Employment
 - Action: Monitor land use patterns.
 - Measure: Account for lane miles of new functionally classified roads built vs lane miles repaired.
- Provide transportation infrastructure and services that enhance the economic conditions in the area.
 - Action: Monitor amount of money spent on infrastructure and construction (TIP) projects
 - Measure: Produce report in LRTP
- Provide transportation systems to create a pattern of accessibility that match and support the comprehensive plans in the region.
 - Action: Maintain a list of the transportation projects in area communities comprehensive plans/transportation plans/or long-range community plans
- Support the availability of multi-modal regional mobility services (e.g. intercity bus, air, highways).
 - Action: Work with WisDOT to detail the availability and coordination of services statewide that affects the Metro area.
 - Measure: List of services in LRTP

Goal # 2 Develop and maintain the Transportation System to minimize the Social and Environmental Impacts to the area

Objectives:

- Protect the area's significant natural resources and environmentally sensitive areas from negative transportation system impacts (e.g. salt, greenhouse gases).
 - Action: Support studies that review negative impacts and work with DNR to reviews projects that may impact the natural environment.

- Measure: Area studies (salt) in progress or completed
- Protect residential areas from negative transportation system impacts (e.g. noise pollution, greenhouse gases, pollution, speeding, safety concerns).
 - Action: Utilize the Scoring Methodology for providing STBG funding to community supported projects.
- Design roads to be context-sensitive with surrounding areas and be pedestrian, bicycle and transit friendly for all ages and abilities (complete streets)
 - Action: Utilize the Scoring Methodology for providing STBG funding to community supported projects.
- Ensure that social justice is considered in the planning and financing of MPO transportation project improvements.
 - Action: Utilize the Scoring Methodology for providing STBG funding to community supported projects.

Goal # 3 Develop and maintain a safe and efficient Multi-Modal Transportation System in the area

Objectives:

- Minimize the number and severity of vehicular crashes with emphasis on reducing vehicle-bicycle and vehicle-pedestrian conflicts and crashes.
 - Action: Adopt State PM1 targets.
 - Measure: Collect crash data from the State TOPS lab to maintain the necessary Performance measures to adhere to federal requirements.
- Encourage state-of-the-practice facility design using innovative solutions for safety and mobility
 - Action: Make educational opportunities available to communities' staff.
 - Measure: Maintain list of sessions and attendees.
- Support public transit options in MPO communities.
 - Action: Prepare/fund/assist with the quinquennial TDP.
 - Measure: Adoption of the TDP
 - Action: Staff attends the City of Wausau Transit Commission.
- Promote bicycle and pedestrian travel modes by linking systems throughout the region.
 - Action: Work of the Bicycle and Pedestrian Committee to develop and monitor projects that provide critical links in the system.

- Measure: Yearly report to the MPO TAC or Commission
- Promote transportation system and land use coordination that reduces trip lengths and travel times for all modes of travel.
 - Action: Adopt State PM2 standard for conditions of pavement and bridges
 - Action: Adopt State PM3 standard for trip length/travel times
- Provide safe and convenient freight access via truck, rail, and air transportation systems.
 - Action: Work with the WisDOT to create and support state freight and rail plans and initiatives.
 - Measure: Adopt State PM3 for freight
 - Action: Utilize the Scoring Methodology for providing STBG funding to community supported projects.

Goal # 4 Develop and maintain the Transportation System that will optimize the Financial Resources in the area

Objectives:

- Prepare a fiscally constrained financing strategy.
 - Action: Develop the quinquennial Long Range Transportation Plan for the metro area.
- Leverage the use of non-local funds to increase the amount and/or effectiveness of federal and state funds available to the region.
 - Action: Monitor the projects with multiple funding sources. (local, fed, state)
 - Measure: List amount of funding awarded to area projects.
- Promote equitable balance of financial support from local communities.
 - Action: Monitor the STBG funding that supports community's interests.
 - Measure: Track STBG funding versus final project cost.
- Encourage the use of private sector financial resources for transportation improvements.
 - Action: Identify grants from private sources for MPO assisted projects and assist communities with application.
 - Measure: List private sector resources acquired.

Goal # 5 Foster Cooperation and Coordination among the Municipalities and Agencies through the Planning and Public Involvement Process

Objectives:

- Promote a functional hierarchy of roadways with appropriate jurisdictional responsibility.
 - Action: Determine the best candidate roadways to enter into discussions regarding ideal jurisdiction.
 - Measure: List roadways and any discussions regarding jurisdiction.
- Enhance intergovernmental coordination and cooperation for improving multimodal transportation.
 - Action: Utilize the Scoring Methodology for providing STBG and TAP funding to community supported projects.
 - Action: Support projects with multiple communities sharing common boundaries.
- Promote opportunities for municipal cooperation with environmental or land use issues related to transportation.
 - Action: Develop educational agenda items on relevant topics
 - Measure: List of agenda items
 - Action: Commission projects or studies on relevant topics
 - Measure: List of projects or studies and their results or adoption.
- Utilize and implement the recommendations of existing plans, ie., (Bike/Ped. Plan, TDP, Title VI plan, Public Participation Plan)
 - Action: Monitor recommendations from adopted MPO plans.
 - Action: Produce documents in English, Spanish, and Hmong for better public outreach.