

OFFICIAL NOTICE AND AGENDA

of a meeting of the County Board, Committee, Agency,
Corporation or Sub-Unit thereof,

COUNTY OF MARATHON
WAUSAU, WI 54403

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION'S
BICYCLE AND PEDESTRIAN SUB-COMMITTEE
AMENDED AGENDA**

February 27, 2020
5:30 P.M.

LARGE CONFERENCE ROOM
210 RIVER DRIVE, WAUSAU, WI

Marathon County Mission Statement: *Marathon County Government serves people by leading, coordinating, and providing county, regional, and statewide initiatives. It directly or in cooperation with other public and private partners provides services and creates opportunities that make Marathon County and the surrounding area a preferred place to live, work, visit, and do business. (Last updated: 12-20-05)*

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: 12-18)*

AGENDA ITEMS:

1. CALL TO ORDER
2. WELCOME AND INTRODUCTIONS

POLICY DISCUSSION AND POSSIBLE ACTION:

3. APPROVE THE MINUTES OF THE JANUARY 23, 2020 MEETING
4. MULTIMODAL LOCAL SUPPLEMENT (MLS) FUNDING UPDATE
5. **NEW AND UPDATED AREA PLANS AND PROJECTS: MERRILL TO WAUSAU TRAIL, WAUSAU RIVER AREA PLANS, RIB MTN STATE PARK PLAN, TOWN OF RIB MTN**
6. DISCUSSION AND POSSIBLE ACTION ON WAUSAU MPO BICYCLE AND PEDESTRIAN 2015 MASTER PLAN UPDATE: PROJECT LIST UPDATE AND GOAL EVALUATION
7. COMMUNITY UPDATES AND AREAS OF CONCERN
8. ITEMS FOR FUTURE AGENDA
9. NEXT MEETING DATE – MARCH 26, 2020
10. 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 or e-mail infomarathon@mail.co.marathon.wi.us one business day before the meeting.

SIGNED**PRESIDING OFFICER OR DESIGNEE**

848-9361 848-5887

FAXED TO: Daily Herald City Pages
FAXED TO: Mid-west Radio Group - 848-3158
FAXED TO: CenterState Marketplace – 446-2370
FAXED BY: BI
FAX DATE: 02/25/2020
FAX TIME: 1:45pm
FAX BY/DATE/TIME: _____

NOTICE POSTED AT COURTHOUSE:

By: _____
Date: _____
Time: _____ a.m/p.m.

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Bicycle and Pedestrian Sub-Committee
Minutes – January 23, 2020

Members: John Nowaczyk, Chair, Hooshang Zeyghami, Vice-Chair, John Beatty, Mark Thuot, Ryan Lichtenwald, Dennis Helke, Thomas Mullaly, Patricia Kapinos
Staff: Andrew Lynch

1. CALL TO ORDER

Meeting called to order by Chairperson NOWACZYK at 5:30pm

2. WELCOME AND INTRODUCTIONS

3. APPROVE THE MINUTES OF (OCTOBER 24, 2019) MEETING

Motion/second by ZEYGHAMI/MULLALY to approve the meeting minutes from the October 24 meeting. Motion **carried** by voice vote, no dissent.

4. UPDATE ON 2019 AND FUTURE BICYCLE PEDESTRIAN PROJECTS

The committee examined the included list of recently completed and future projects. Notable future projects include the Trillium Lane Trail in Rib Mountain and Scott St bike lanes in Wausau for 2020. Connecting the new Kronenwetter Old Hwy 51 trail to Mosinee was discussed as an updated priority.

5. UPDATE ON ALLOCATION OF WAUSAU AREA SURFACE TRANSPORTATION BLOCK GRANT FUNDING

LYNCH updated the committee on the allocation of STBG funds from late in 2019. Projects funded included the Stewart Ave project from 44th to 72nd in Wausau and Main Street from 4th to Rangeline Road in Mosinee. Funding other projects will depend on the allocation of additional state funding in the form of the MLS grant. It is expected MLS grant awards will be announced in late February or early March.

6. PRESENTATION ON NEW SARIS PRODUCTS BY PATRICIA KAPINOS

Patricia Kapinos is an Infrastructure Sales Manager for Saris. A company known for racks and trainers that is expanding into infrastructure such as lane delineators, parking, access ramps. They are also developing ebikes designed for commercial use. Kapinos presented on these products and the industry trends that drive their business.

7. DISCUSSION AND POSSIBLE ACTION ON UPDATE TO THE WAUSAU MPO BICYCLE AND PEDESTRIAN 2015 MASTER PLAN

LYNCH presented the committee with the need to update the Bicycle and Pedestrian Master Plan. Included in the packet were a list of reasons for an update, most significantly being the change in preferred infrastructure on an industry level and changes in state law that have created difficulties. LYNCH will provide maps of all current infrastructure to communities for their review before the next meeting. Expected draft will be done in May. The Committee approved a resolution to proceed with an update to the 2015 Master Plan by unanimous vote.

8. COMMUNITY UPDATES AND FUTURE EVENTS

Rib Mountain: The Trillium Trail project is officially out for bid. Town is looking at a trail around the base of the State Park in conjunction with the Park Master Plan revision.

Kronenwetter: Cycling Without Age is hosting Ole Kassam the founder of the program on Feb 8th in Wausau

Wausau: River's Edge plans are complete. These include plans on the South Riverfront, Towers area, and the River's Edge Trail.

9. ITEMS FOR THE NEXT AGENDA

10. NEXT MEETING DATE – FEBRUARY 27, 2020

11. ADJOURN

Motion/second by MULLALY/BEATTY to adjourn the meeting. Motion **carried** by voice vote, no dissent. Meeting Adjourned.

Submitted by:
David Mack
Program Manager/MPO Director
Marathon County
Conservation, Planning and Zoning/Wausau MPO

Created By: **mi-TECH**
www.mi-tech.us

Depicted information is advisory only. Map users assume all risk as to the quality and accuracy of the map information.



Town of Rib Mountain

Rib Mountain State Park Master Plan Proposed Trails

Legend

- Proposed Trail
- Existing Multi-Use Trail
- Existing Walking Trail
- Existing Sidewalk
- Existing On-Street Accommodations
- Snowmobile Trail
- Road Centerline
- Parcel Outline
- Park
- Lake or Pond
- River or Stream

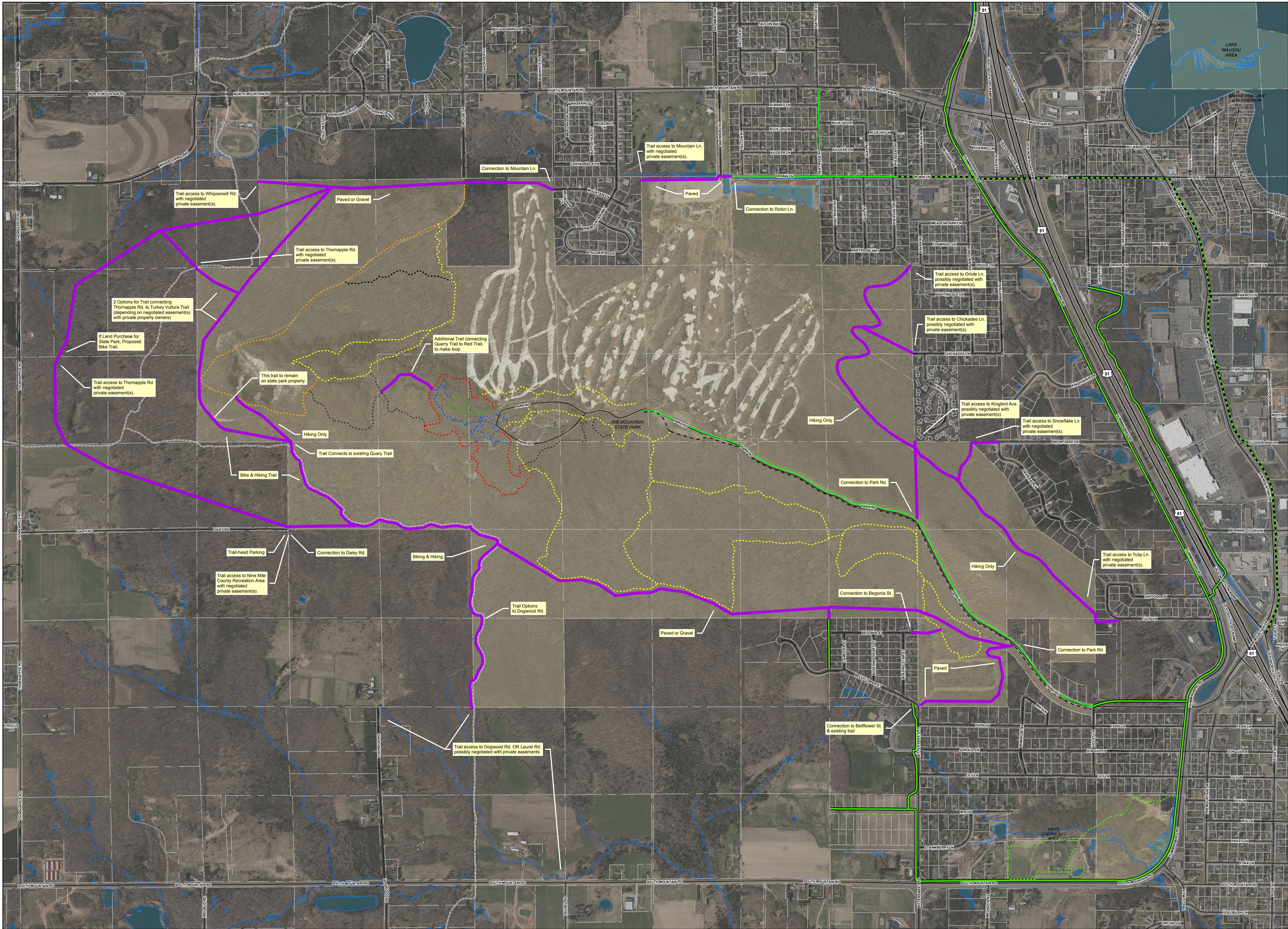


0 600 1,200
Feet

Date: 2/12/2020

Created By:
mi-TECH
www.mi-tech.us

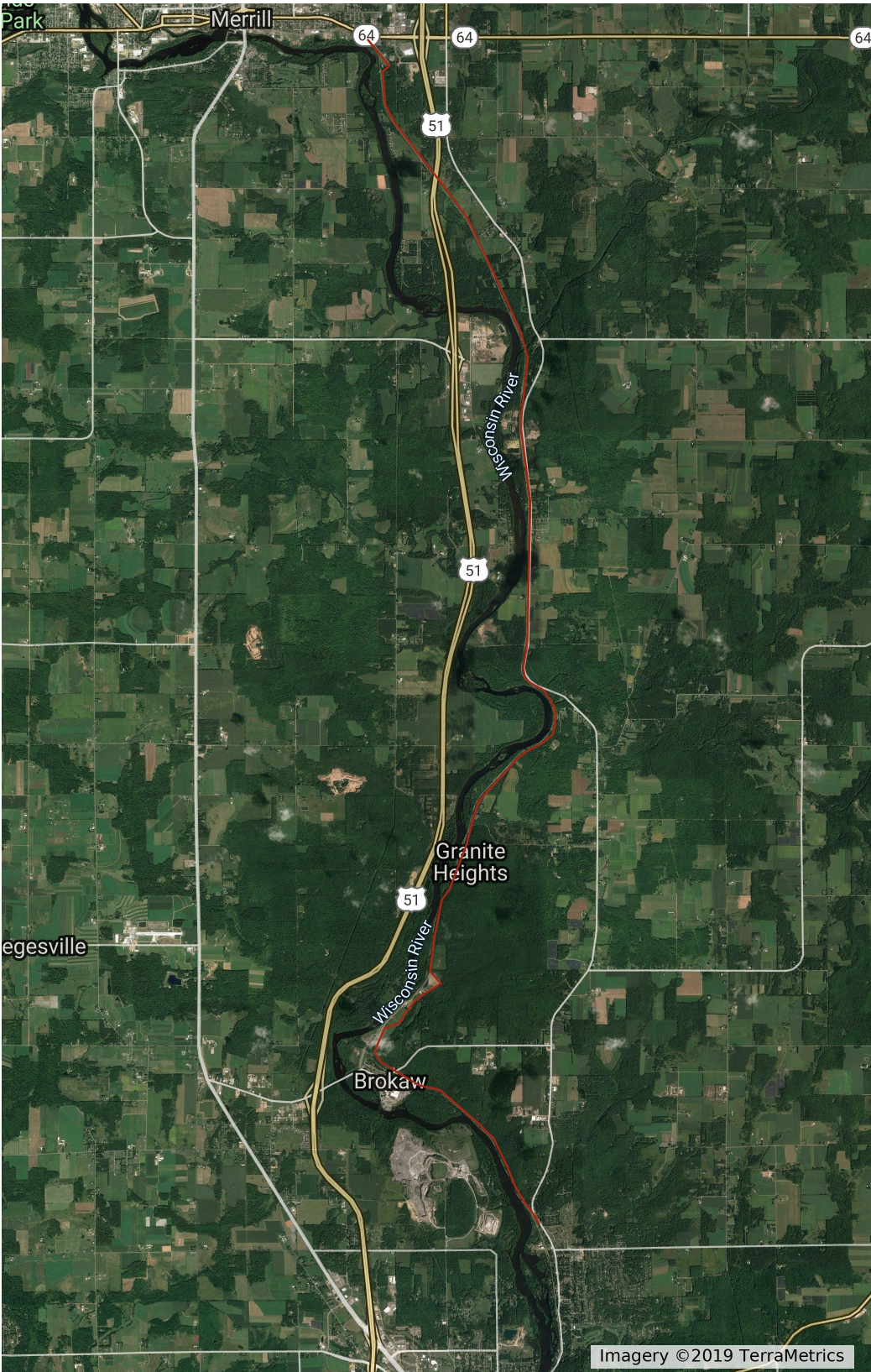
Depicted information is advisory only.
Map users assume all risk as to the quality and accuracy of the map information.



Untitled map

Merrill To Wausau Path

 Line 1



City of Wausau

[South Riverfront Area Plan DRAFT](#)

[Towers Area Plan DRAFT](#)

[River Edge Master Plan DRAFT](#)

Table 1: Top Priority Bicycle Network Projects

ID*	Project Description			Primary Jurisdiction & Comments
1	Kowalski Rd from Kronenwetter Dr to Tower Rd			V. of Kronenwetter
	Recommendation Path	Stand-Alone Project Cost \$143,192	Coordinated Project Cost \$143,192	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan
16	Volkman St from Military Rd to Lili Ln			V. of Rothschild
	Recommendation Paved shoulder	Stand-Alone Project Cost \$97,461	Coordinated Project Cost \$80,120	Paths exist along portions of this segment, but right-of-way and drainage constraints preclude a continuous path.
28	Northwestern Ave from Gold Ridge Way to Meuret Ln			C. of Wausau / V. of Weston
	Recommendation Paved shoulder	Stand-Alone Project Cost \$89,305	Coordinated Project Cost \$73,415	This is a critical gap in an otherwise lower-stress alternative to Grand Avenue and is a route connecting to the Mountain-Bay Trail.
29	South 1st Ave from Stewart Ave to Thomas St			C. of Wausau / WisDOT
	Recommendation Bike lane	Stand-Alone Project Cost \$41,123	Coordinated Project Cost \$32,878	Road diet. Road slated for reconstruction in 2018.
30	Sherman St from 17 th Ave to 24 th Ave			C. of Wausau
	Recommendation Bike lane	Stand-Alone Project Cost \$25,221	Coordinated Project Cost \$20,164	"4 to 3" road diet to provide a travel lane in each direction, two-way left-turn lane, and bike lanes.
41	48th Ave from Packer Dr to Stewart Ave			C. of Wausau / T. of Stettin
	Recommendation Paved shoulder	Stand-Alone Project Cost \$9,776	Coordinated Project Cost \$8,036	One shoulder partially paved already. Complete 4 ft shoulders on both sides.
45	28th Ave from Westhill Dr to Highway 52			C. of Wausau
	Recommendation Bike lane	Stand-Alone Project Cost \$29,050	Coordinated Project Cost \$23,226	Road diet.
46	28th Ave from Highway 52 to Sherman St			C. of Wausau
	Recommendation Bike lane	Stand-Alone Project Cost \$18,756	Coordinated Project Cost \$18,042	Stripe 4 ft bike lanes next to curb.
63	Camp Phillips Rd from Bernard Ave to Ross Ave			V. of Weston
	Recommendation Path	Stand-Alone Project Cost \$23,009	Coordinated Project Cost \$23,009	Closes a significant gap, linking existing path to the north to Ross Ave bike lanes. Right-of-way acquisition costs not included.
67	Thomas St from Grand Ave to River Dr			C. of Wausau
	Recommendation Bike lane	Stand-Alone Project Cost \$9,404	Coordinated Project Cost \$7,518	Perform a road diet by removing a travel lane in each direction and striping wide/buffered bike lane. Shorten the eastbound right turn lane so it begins after the bridge over the railroad while still providing adequate queuing room. Shift eastbound left-turn lane to allow space for eastbound bike lane through the intersection.
68	Thomas St from McCleary St to 3 rd Ave			C. of Wausau
	Recommendation Bike lane	Stand-Alone Project Cost \$20,767	Coordinated Project Cost \$17,250	Remove parking on one side of street (if not already prohibited). Stripe parking lane on one side and bike lane on opposite side.
72	1st Ave from Oak St to Bridge St			C. of Wausau
	Recommendation Bike lane	Stand-Alone Project Cost \$4,065	Coordinated Project Cost \$3,250	Consolidate straight and left/straight lanes to make room for bike lane through the Bridge St intersection.
76	7th St from Forest St to Bridge St			C. of Wausau
	Recommendation Bike lane	Stand-Alone Project Cost \$36,789	Coordinated Project Cost \$30,559	Remove parking on one side of street. Stripe wide parking lane, travel lanes, and bike lane on other side.
98	South 3rd Ave from Stewart Ave to Thomas St			C. of Wausau
	Recommendation Bike lane	Stand-Alone Project Cost \$37,558	Coordinated Project Cost \$30,028	Road diet may allow for parking-separated bike lane. Alternative is to remove parking from one side and retain travel lanes.
102	Thomas St from River Dr to McCleary St			C. of Wausau
	Recommendation Bike lane	Stand-Alone Project Cost \$7,777	Coordinated Project Cost \$6,460	Current bridge width is adequate for 5 ft bike lanes in each direction. Alternatively, provide on/off ramps to the sidewalk for westbound bikes and a buffered bike lane for eastbound bikes.
108	Military Road Street Extension from Grand Ave to existing Military Rd			V. of Rothschild
	Recommendation Bike lanes	Stand-Alone Project Cost N/A	Coordinated Project Cost \$21,336	Build planned street extension with sidewalks and bike lanes.
117	Utility Easement Path from Trillium Ln to Foxglove Rd			T. of Rib Mountain
	Recommendation Path	Stand-Alone Project Cost \$159,469	Coordinated Project Cost \$159,469	Construct path along existing utility easement.
Total:		\$774,058	\$697,952	

Vision, Goals, and Objectives

Vision Statement

A vision statement describes an ideal future scenario that can be realized if the proper actions are effectively implemented. The following vision statement has been developed to provide focus to the multiple agencies, organizations, and individuals working to enhance biking and walking in the Wausau area over the next ten to twenty years.

Vision Statement

The Wausau area will be a place in which each community and major destination is connected via low-stress on-street bikeways, rural roads, shared-use paths, and sidewalks. The active transportation system will foster a culture of health, safety, and mutual-respect, in which biking and walking are viable, desirable options for people of all ages and abilities.

Several actions to enhance the Wausau area for biking and walking have been initiated in the past, including previous regional and local bicycle and pedestrian planning efforts, the construction of paths and bike lanes, and the recent development of the metropolitan bicycle route system. This plan represents a major step forward in achieving this vision.

Goals & Objectives

The goals of this plan closely follow and build upon the goals of the 2009 Bicycle and Pedestrian Plan. While the objectives needed to be updated due to changing conditions and the partial implementation of the 2009 plan, the goals themselves are still relevant.

(Numerical listing for reference purposes only, ordering does not suggest order of importance.)

Goal #1

Develop a well-connected bicycle and pedestrian network that links a variety of facilities together into a cohesive transportation system that accommodates users of all ages and abilities, including those with disabilities and those that cannot drive.

Objectives

- a. To continue the development of the newly-established 105-mile metropolitan bicycle route network by determining and providing appropriate low-stress bicycle accommodations along each route.
- b. To link the Mountain-Bay Trail in eastern Marathon County to Rib Mountain and central Wausau via shared-use paths and regional bikeways.
- c. To capitalize on the availability of easements and access corridors to enhance the existing regional trail network throughout and beyond Marathon County.

Goal #2

Increase the utilization, availability, and demand for funding to improve bicycle and pedestrian facilities.

Objectives

- a. To target resources for bicycle and pedestrian improvements to areas of greatest transportation need.
- b. To cooperatively identify and successfully pursue available grants.

Goal #3

Design roads to be compatible with surrounding uses and be pedestrian, bicycle, and transit friendly.

Objectives

- a. To adopt regional and local Complete Streets policies that require adequate accommodation of bicyclists and pedestrians when a street is constructed or reconstructed.
- b. To identify appropriate bicycle accommodations for streets and roads based on motor vehicle traffic volumes and speeds, available pavement and right-of-way width, and potential bicycle use.
- c. To adopt uniform bicycle facility design standards across the region to provide consistent and continuous accommodations.
- d. To provide continuous, safe, and accessible sidewalks and street crossings along all streets in cities and villages and along key rural roads to connect destinations.

Goal #4

Reduce the number and severity of crashes with particular emphasis on reducing motor vehicle-bicycle and motor vehicle-pedestrian conflicts and crashes.

Objectives

- a. To increase reporting and tracking of motor vehicle-bicycle and motor vehicle-pedestrian crashes throughout the Wausau metro area.
- b. To reduce speeding, red light and stop sign running, and failure to yield right-of-way by motorists and bicyclists alike.
- c. To increase the media attention given to bicycle, pedestrian, and automobile responsibilities.
- d. To identify countermeasures to improve safety and minimize common crash types and high-crash areas.

Goal #5

Provide adequate education, encouragement, evaluation, and enforcement programs to supplement facilities improvements.

Objectives

- a. To increase educational opportunities to educate pedestrians, bicyclists, and motorists about rights and responsibilities on roadways and shared-use facilities.
- b. To encourage healthy lifestyles and reduce obesity rates, promote active transportation, and create advocates.
- c. To increase the safety of transportation facilities by identifying and implementing key enforcement strategies.
- d. To measure the performance of programs and outcomes of actions in order to redirect implementation as needed.

Goal #6

Enhance intergovernmental cooperation and coordination for improving multimodal transportation.

Objectives

- a. To work jointly with multiple jurisdictions in planning, funding, and designing regional trail and on-street bikeway facilities.
- b. To increase political buy-in by engaging elected officials and residents in the development and utilization of bicycle and pedestrian facilities.
- c. To work cooperatively in developing grant-writing workshops, maintenance seminars, and training sessions.
- d. To integrate the bicycle and pedestrian transportation network with linkages to mass transit facilities and automobile modes of travel.

Goal #7

Produce bicycle- and pedestrian-friendly development standard supplements to include in the development review process for local communities reviewing new developments.

Objectives

- a. To ensure Complete Streets are built when transportation facilities are originally installed to prevent costly retrofitting.
- b. To promote connectivity to destinations and promote alternative methods of transportation within neighborhoods.
- c. To require secure bicycle parking at all new employment centers with 30 or more employees and encourage adequate bicycle parking outside existing structures.

Goal #8

Enhance the livability of the Wausau area by improving quality-of-life issues related to transportation throughout the region by a variety of users.

Objectives

- a. To showcase the natural and scenic beauty of the Wausau area through appropriate placement and development of multimodal transportation resources.
- b. To build on the current multimodal transportation system to provide viable transportation choices and increase the desirability of the Wausau area.
- c. To promote economic vitality by utilizing and preserving access to natural features within the region.
- d. To increase the amount of facilities along routes and trails (including benches, rest areas, trailheads).

Goal #9

Increase the numbers of people who walk or ride a bicycle to work or school, for shopping and utilitarian trips, and for recreation purposes.

Objectives

- a. To work with the Bicycle Federation of Wisconsin, local certified instructors, or other groups to increase bicycle education.
- b. To encourage provision of ample secure bicycle parking in commercial areas that is convenient to business entrances and visible from the street.
- c. To improve walking conditions in area business districts and school neighborhoods by restriping crosswalks, installing crosswalk signals, and slowing traffic.
- d. To create a more enticing walking environment by maintaining paths and sidewalks and providing separation (terraces or barriers) between these facilities and automobile traffic.
- e. To engage workplaces and schools in encouraging walking and biking through events, incentives, and appropriate end-of-trip amenities for bicycle and pedestrian commuters.