

**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  
AGENDA**

**July 13, 2021  
2:00 P.M.**

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

**Members:** John Robinson – Chair, George Peterson – Vice Chair, Allan Opall, Betty Hoenisch, Steve Hagman, Katie Rosenberg, Tim Buttke, Matt Lee Baer, Milton Olson, Chris Voll, Mark Maloney, Brent Jacobson, Gregg Hoehn, Ken Wickham

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 members and the public to attend this meeting remotely. To this end, instead of attendance in person, Metropolitan Planning Commission members and the public may attend this meeting by **telephone conference**. If Metropolitan Planning Commission 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: 1461 89 1966**

**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
2. WELCOME AND INTRODUCTIONS;
3. PUBLIC COMMENT

**POLICY DISCUSSION AND POSSIBLE ACTION:**

4. APPROVE MINUTES OF THE MAY 11, 2021 MEETING;
5. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT- PUBLIC TRANSIT AGENCY SAFETY PLAN PERFORMANCE MEASURES
6. TRANSIT DEVELOPMENT PROGRAM - CONSULTANT SELECTION UPDATE;
7. BIKE/PEDESTRIAN PLANNING UPDATE;
8. NEXT MEETING DATE – AUGUST 10, 2021;
9. 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.**

SIGNED   
PRESIDING OFFICER OR DESIGNEE

EMAILED TO: Courthouse, Daily Herald, TPP Printing, City Pages  
Midwest Radio Group, Marshfield News

EMAILED BY: BI \_\_\_\_\_  
EMAIL DATE/TIME: 07/07/2021 9:05am

NOTICE POSTED AT COURTHOUSE:  
By: \_\_\_\_\_  
Date: \_\_\_\_\_



## MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

Minutes  
June 8, 2021

**Commissioners:** John Robinson – Chair, George Peterson – Vice-Chair, Milton Olson, Jared Wehner (for Opall), Katie Rosenberg, Randy Fifrick (for Voll), Jeff Gates (for Jacobson), Tim Buttke, Mark Maloney

**TAC Members:** Dave Mack, Andrew Lynch, David Meurett, Brad Sippel, Darryl Landeau, Greg Seubert, Michael Wodalski

**Others Present:** Brenda Iczkowski, Laurie Miskimins, William Harris

1. Call to Order

In the presence of a quorum, with the agenda being properly signed and posted, the meeting was called to order by Chair Robinson at 2:00 p.m. at 210 River Drive, Wausau and virtually via WebEx.

2. Welcome and Introductions

All were welcomed and introductions were made. Mack introduced Laurie Miskimins, Conservation, Planning, and Zoning new Director. Miskimins briefly introduced herself and provided some of her background.

3. Public Comment – None.

4. Approve Minutes May 11, 2021 meeting

Action: **MOTION / SECOND BY BUTTKE / FIFRICK TO APPROVE THE MAY 11, 2021 MINUTES. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

5. Unified Planning Work Program (UPWP) Amendment to include the Transit Development Program (TDP)

Discussion: Included in the packet is a summary of the UPWP Amendment. Mack explained the purpose of the UPWP amendment having staff working primarily with the Transit Development Program (TDP) for the remainder of the year along with finishing the Long Range Transportation Plan. This update will not affect the budget and will be reallocating the funds as summarized.

The Federal Highway will be contributing \$100,000 towards the project with the City of Wausau contributing \$16,000 and the Wausau MPO will be contributing \$4,000 with a total of \$120,000 available for the project.

Action: **MOTION / SECOND BY ROSENBERG / BUTTKE TO APPROVE THE REALLOCATION OF STAFF TIME AS STATED IN THE AMENDMENT THE UPWP. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Follow Through: Staff will send the resolution to WisDOT and FHWA.

6. Transit Development Program – Request for Proposals Process Update

Discussion: Mack sent out the proposal on May 17, 2021. With having one month to review the RFP, some consultants have reached out to staff with questions regarding the proposals. The Metro Ride website has the questions and answers posted on their website. The next step would be selection of the firms. Discussion between staff and Chairman Robinson on gathering a selection/oversight committee for this project has been performed with the desire to have the committee formed the end of the month. The proposal deadline is June 18, 2021; the week of June 21<sup>st</sup> will be reviewing the proposals with the selection committee and interviews July 5 through July 12, 2021.

Action: None at this time.

Follow Through: For informational purposes only.

## MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

June 8, 2021

### 7. Public Transportation and Safety Plan (PTASP) - Performance Targets

Discussion: Mack shared the Federal Highway Bill, MAP-21, which is the moving ahead for progress in the 21<sup>st</sup> century requires that recipients of the federal transit administration money creates a public transportation safety plan. Since Metro Ride is the recipient of the funds, Metro Ride has created a plan for a safety management system. Included in the packet is resolution #6-21 to adopt the Public Transportation Agency Safety Plan Performance Measures.

Action: **MOTION / SECOND BY WEHNER / PETERSON TO APPROVE THE RESOLUTION #6-21 ADOPTING THE PUBLIC TRANSPORTATION AGENCY SAFETY PLAN PERFORMANCE MEASURES. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Follow Through: Staff will send the resolution to WisDOT and FHWA.

### 8. Local Road Programs (STP-Urban and Transportation Assistance Program (TAP))

Discussion: Lynch refreshed the commission that every two years the STP-Urban funds are distributed with having \$3.5 million dollars to allocate for the Wausau MPO. The application for the projects can be found on the WisDOT website and October 15<sup>th</sup> is the final application deadline. Included in the packet is the links and program deadlines for the applications. Meurett shared the numbers for allocation for the MPO have not been released yet but the information should be available mid-July.

Lynch shared a map of the TAP federal funding that is available every 3 years, for non-motorized transportation infrastructure, or planning projects. The map shows projects that are either currently being funded or were funded. Applications should come out late-August and due in January 2022.

Meurett updated the commission that the proposed MLS funding has been removed by the joint finance committee from the budget. At this time, it is unclear if the MLS funding will be put back in the budget.

Action: **NONE AT THIS TIME.**

Follow Through: Staff will provide any update the Commission on the Local Road Programs when they become available.

### 9. County Broadband Update

Discussion: Robinson shared the Broadband Task force are continuing to meet and make efforts to work with others. The Wittenberg Telephone Company was awarded a grant to extend service to approximately 83 homes and 3 businesses. The other applications put in from Marathon County were not funded. The Federal Communication Commission has selected Charter Communication (CCO) and LTD to serve the underserved areas as part of their grant. LTD received \$1.3 billion nation-wide and CCO received \$1.2 billion nationally.

Action: **NONE AT THIS TIME.**

Follow Through: Updates will be given at future meetings as available.

### 10. Next Meeting – July 13, 2021 at 2 PM, in the Large Conference Room at 210 River Drive, Wausau, WI and Webex.

### 11. Adjourn

Action: There being no further business to come before the members, **ROBINSON ADJOURNED THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:54 PM.**

Submitted by:

Dave Mack, MPO Director

Marathon County Conservation, Planning and Zoning

DM: BI

June 30, 2021

**AMENDMENT  
TO THE  
2021-2024  
TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP)**

**FOR THE  
MARATHON COUNTY METROPOLITAN PLANNING  
COMMISSION/WAUSAU AREA METROPOLITAN  
PLANNING ORGANIZATION (MPO)**

**July 13, 2021**



On July 13, 2021 the Marathon County Metropolitan Planning Commission (Wausau MPO) amended this 2021-2024 Transportation Improvement Program (TIP) to include the following text referencing the Public Transportation Agency Safety Plan (PTASP) Performance Measures.

The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act grants the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive regulatory framework to oversee the safety of public transportation throughout the United States. As a component of this safety oversight framework, MAP-21 requires certain recipients of FTA Chapter 53 funding to develop and implement a Public Transportation Agency Safety Plan (PTASP).

In addition to greater safety oversight responsibilities, MAP-21's grant of expanded regulatory authority puts FTA in a position to provide guidance to transit agencies that strengthens the use of safety data to support management decisions, improves the commitment of transit leadership to safety, and fosters a culture of safety that promotes awareness and responsiveness to safety risks. The framework to this approach is called a safety management system (SMS), which moves the transit industry towards a more holistic, performance-based approach to safety. The SMS framework has been adopted by FTA in its National Public Transportation Safety Plan ("national safety plan").

The PTASP for Metro Ride supports and is consistent with an SMS approach to safety risk management. SMS is an integrated collection of policies, processes, and behaviors meant to ensure a formalized, proactive, and data-driven approach to safety risk management. The aim of an SMS is to increase the safety performance of transit systems by proactively identifying, assessing, and controlling safety risks.

The approach is meant to be flexible and scalable, so that transit agencies of all types and sizes can efficiently meet the basic requirements of MAP-21. This PTASP addresses all applicable requirements and standards as set forth in the FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan.

## Safety Performance Targets

<i>Targets are based on review of the previous 5 years of Metro Rides safety performance data</i>								
Mode of Transit Service	Vehicle Miles (VM)	Fatalities (total)	Fatalities (per 100k VM)	Injuries (total)	Injuries (per 100k VM)	Safety Events (total)	Safety Events (per 100k VM)	System Reliability (VM/Failure)
Fixed-Route Bus	403,720	0	0	0	0	7	27	16,467
Mode of Transit Service	Vehicle Miles (VM)	Fatalities (total)	Fatalities (per 10k VM)	Injuries (total)	Injuries (per 10k VM)	Safety Events (total)	Safety Events (per 10k VM)	System Reliability (VM/Failure)
Paratransit	19,979	0	0	0	0	0	0.10	19,979

## Safety Performance Target Coordination

Metro Ride's Accountable Executive will share the PTASP, including safety performance targets, with the Wausau Metropolitan Planning Organization (MPO) each year, after formal adoption by the Transit Commission. Metro Ride's Accountable Executive will also provide a copy of our formally adopted plan to the Wisconsin Department of Transportation (WisDOT). Metro Ride personnel will be available to coordinate with WisDOT and the MPO in the selection safety performance targets upon request.

Targets Transmitted to the State of Wisconsin	State Entity Name	Date Targets Transmitted
	WisDOT, Bureau of Transit	3/22/2021
Targets Transmitted to the Metropolitan Planning Organization (MPO)	Name of Metropolitan Planning Organization	Date Targets Transmitted
	Wausau Area Metropolitan Planning Organization (Wausau MPO)	3/22/2021

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**

**RESOLUTION # 7-21**

**RESOLUTION ADOPTING THE AMENDMENT TO THE  
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE WAUSAU METROPOLITAN AREA**

**WHEREAS,** the Marathon County Metropolitan Planning Commission was designated the Metropolitan Planning Organization for the Wausau Urbanized Area; and

**WHEREAS,** in compliance with Metropolitan Transportation Planning Regulations by the U.S. Department of Transportation, the Marathon County Metropolitan Planning Commission has developed a four-year transportation improvement program (TIP) for the Wausau Metropolitan Area; and

**WHEREAS,** the Transportation Improvement Program identifies transit, pedestrian/bicycle, and highway improvement projects and programs consistent with current transportation plans;

**NOW, THEREFORE, BE IT RESOLVED,** that the Marathon County Metropolitan Planning Commission endorses the *Long Range Transportation Plan for the Wausau Metropolitan Area* and the *Transit Development Program for the Wausau Area Transit System*, which will be continually updated and maintained as part of the urban transportation planning process;

**BE IT FURTHER RESOLVED,** that the Marathon County Metropolitan Planning Commission adopts *Public Transit Agency Safety Plan Performance Measures as part of the amendment to the 2021-2024 Transportation Improvement Program for the Wausau Metropolitan Area*; and

**BE IT FURTHER RESOLVED,** in accordance with 23 CFR 450.336, the Wausau Metropolitan Planning Organization for the Wausau, WI urbanized area hereby certifies that the metropolitan transportation planning process is addressing the major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

5. Section 1101(b) of the Fixing America's Surface Transportation (FAST Act) (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

**BE IT FURTHER RESOLVED**, that the Marathon County Metropolitan Planning Commission certifies that the Transportation Improvement Program contains only projects that are consistent with the transportation plan for the urban area and recommends that this document be submitted to the appropriate federal and state agencies for approval.

Dated this 13th day of July 2021

---

John Robinson, Commission Chairman

---

David Mack, MPO Director and Commission Secretary



***Wausau Area Metropolitan Planning Organization***

***Bicycle and Pedestrian Master Plan Update - 2020***

Welcome!

In this document are tables and maps that list the proposed changes to the Bicycle and Pedestrian Master Plan as approved by the MPO Bicycle and Pedestrian Committee. This public input period is a chance for you to comment on the proposed changes and or suggest something we may have missed.

Also included are the original list of projects and maps from the plan as completed in 2015 which the proposed changes would modify or add to. The complete 2015 Master Plan can be found [here](#).

You can submit your comments by completing [this short survey](#).

The comment period will be open from June 16<sup>th</sup> to July 16, 2021.

Any questions can be directed to [Andrew.Lynch@co.marathon.wi.us](mailto:Andrew.Lynch@co.marathon.wi.us)

Thank you!

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)

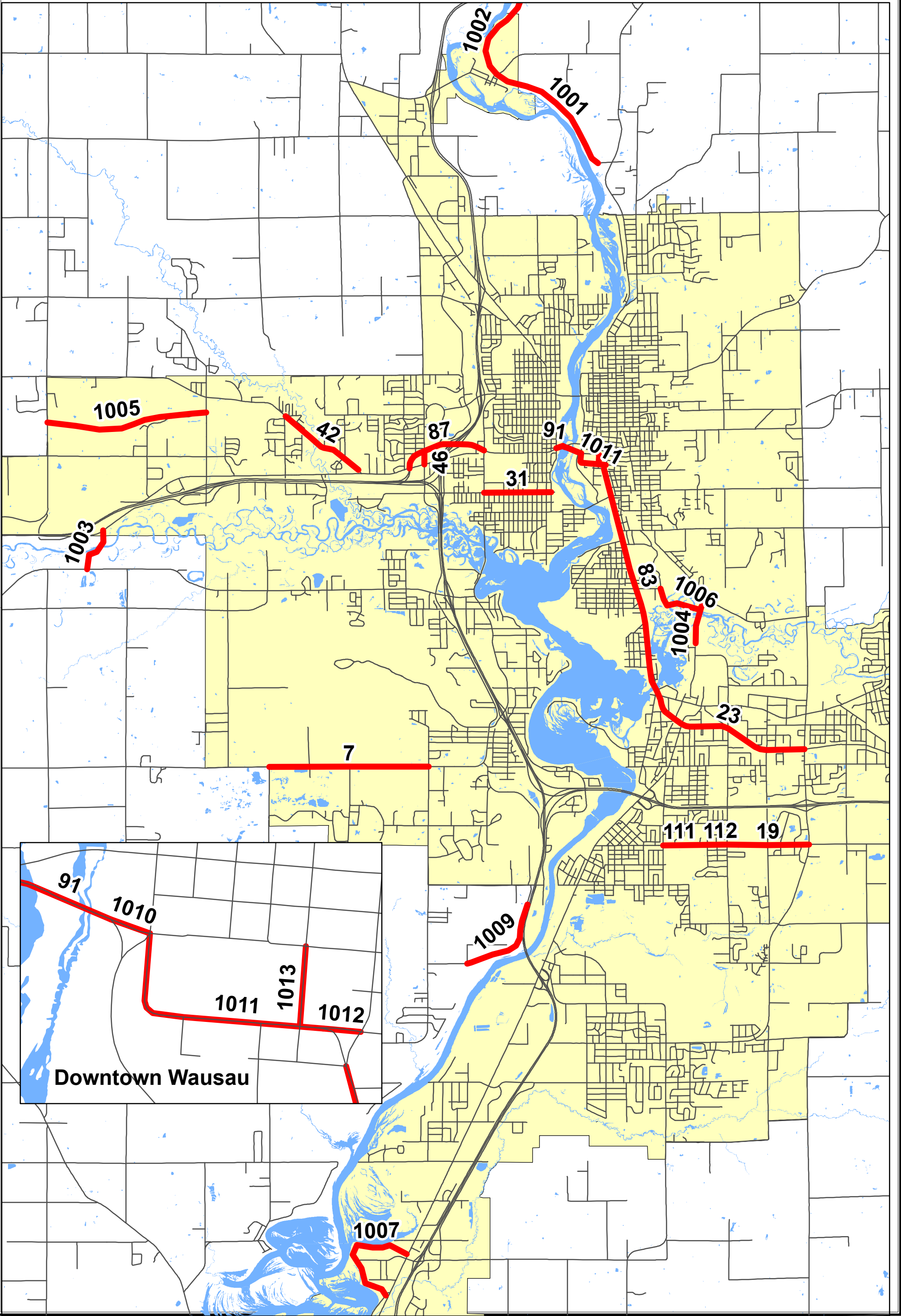
Urban Design & Transportation Master Plan – 2019 (Wausau)

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.

# Wausau MPO Bicycle Infrastructure Changes - Update 2020



## 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
Following projects are revisions to the Master Plan.													
	7	County Hwy N	County Hwy KK	Town of Rib Mountain Boundary	Path							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							V. of Rothschild / V. of Weston	Off-street Path between Volkman and Camp Phillips
	20	Weston Ave	Birch St	Camp Phillips Rd	Path	Yes						V. of Weston	Off-street Path between Volkman and Camp Phillips
	21	Weston Ave	Camp Phillips Rd	Zinser St	Path							V. of Weston	Path east of Camp Phillips connecting to new developments.
	23	Schofield Ave	Grand Ave	Camp Phillips Rd	Path	Yes						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.
	97	Schofield Ave	Grand Ave	Camp Phillips Rd								V. of Weston	Duplicate entry - remove
	111	Weston Ave	Volkman St	Wall St	Path							V. of Rothschild	Off-street Path between Volkman and Camp Phillips
	112	Weston Ave	Wall St	Alderson St	Path							V. of Rothschild	Off-street Path between Volkman and Camp Phillips
	31	Sherman St	1st Ave	17th Ave	Sharrows							C. of Wausau	Sharrows
	42	Stettin Dr	Stewart Ave	72nd Ave	Path							C. of Wausau / T. of Stettin	Off-Street path between Brockmeyer Park and Stettin Elementary.
	46	28th Ave	Highway 52	Stewart Ave	Path							C. of Wausau	Consider trail facility between Stewart and Hwy 52.
	83	Grand Ave	Schofield Ave	Forest St	Path							C. of Wausau /WisDOT	Utilize opportunities to add off-street facility due to high traffic volume and constrained right of way.
	87	Highway 52 Pkwy	17th	Stewart Ave	Path							C. of Wausau /WisDOT	Off street path on at least one side.
	91	Stewart Ave	1st Ave	1st St	Bike lane	Yes						C. of Wausau /WisDOT	Reduce bridge from 3 to 2 lanes for extension of sidewalk or buffered bike lane. Should also include improvements to intersection at 1st Street.
Following projects are new to the Master Plan.													
	1001	Path	CTH WW	Marshall Hill Road	Path							V. of Maine	Path along RR tracks in WPS trolley ROW. Provides connection to Brokaw area.
	1002	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.
	1003	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.
	1004	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.
	1005	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.
	1006	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.
	1007	Path	River Street	Old Hwy 51 Trail	Path							C. of Mosinee	Provide crucial link between new Kronenwetter path and access to Mosinee.
	1009	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 S, 7, and MB.
	1010	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.
	1011	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.
	1012	Forest St	Grand Ave	6th St	Intersection							C. of Wausau	Convert intersection to better accommodate bicycle, pedestrain, and vehicle movements. Detailed in the Urban Design & Transportation Plan 2019.
	1013	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.





The following table and map are from the **2015 plan** and are provided for your reference.

## Bicycle and Pedestrian Plan for the Wausau Area Metropolitan Planning Organization - Near Term Project Recommendations

Project Complete	Project ID	Project Street	From Street	To Street	Facility Recommendation	Road Diet	Lane Diet	Length (miles)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments
	1	Kowalski Rd	Kronenwetter Dr	Tower Rd	Path			0.7	\$ 143,192	\$ 143,192	V. of Kronenwetter	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan
	2	County X	Maple Ridge Rd	Wood Rd	Paved shoulder			1.8	\$ 202,323	\$ 166,324	Marathon County	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan. Match paved shoulders on County X from Kowalski Rd to Wood Rd.
	3	County X	County XX	Pleasant Dr	Path			1.4	\$ 295,400	\$ 295,400	Marathon County	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan
	4	Tower Rd	Kowalski Rd	County XX	Path		1.7	5278	\$355,696		V. of Kronenwetter	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan
	5	Pine Rd	Tower Rd	County X	Paved shoulder			0.8	\$ 84,259	\$ 69,267	V. of Kronenwetter	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan
	6	Martin Rd	Creek Rd	County J	Paved shoulder		2.7	21555	\$294,676		V. of Kronenwetter	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan
X	7	South Mountain Rd	Bittersweet Rd	Town of Rib Mountain Boundary	Paved shoulder			2.3	\$ 386,166	\$ 317,457	T. of Rib Mountain	Add 6 ft paved shoulders.
X	10	Trillium Ln	South Mountain Rd	Clover Rd	Paved shoulder			0.3	\$ 19,183	\$ 15,770	T. of Rib Mountain	Add 4 ft paved shoulder to east side of road to complement existing shoulder on opposite side.
	12	County X	Maple Ridge Rd	South Rd	Paved shoulder			2.8	\$ 314,647	\$ 258,663	Marathon County	
	14	County KK	Shurwood Ln	County B	Paved shoulder			2.1	\$ 346,465	\$ 284,819	Marathon County	Add 6 ft paved shoulders. Additional width recommended due to curviness of roadway and history of past fatalities.
	15	Tesch Ln/Eagle Nest Blvd	County XX	Grand Ave	Bike lane	Yes		1.2	\$ 60,307	\$ 48,217	V. of Rothschild	Road diet. Bicycling rates as comfortable currently. Increases in ADT would degrade stress to a 3, while a dieted road could accommodate five times the traffic and retain the low stress level for cyclists.
X	16	Volkman St	Military Rd	Lili Ln	Paved shoulder			0.9	\$ 97,461	\$ 80,120	V. of Rothschild	Paths exist along portions of this segment, but right-of-way and drainage constraints preclude a continuous path.
	17	Volkman St	Lili Ln	Heuss Ave	Bike lane	Yes		0.3	\$ 12,705	\$ 10,158	V. of Rothschild / WisDOT	Road diet, including on bridge over WIS-29
	18	Alderson St	Weston Ave	Jelinek Ave	Bike lane	Yes		1.0	\$ 49,800	\$ 39,816	V. of Rothschild / V. of Weston / WisDOT	Road diet, including on bridge over WIS-29
	19	Weston Ave	Alderson St	Birch St	Paved shoulder			0.5	\$ 56,951	\$ 46,817	V. of Rothschild / V. of Weston	At minimum paved shoulder/bike lane should be provided in the uphill direction. In the long term, a path with boardwalk sections should be considered.
	20	Weston Ave	Birch St	Camp Phillips Rd	Bike lane	Yes		0.5	\$ 25,815	\$ 20,639	V. of Weston	Road diet
	21	Weston Ave	Camp Phillips Rd	Zinser St	Bike lane			2.5	\$ 274,136	\$ 225,360	V. of Weston	
	23	Schofield Ave	Grand Ave	Camp Phillips Rd	Bike lane	Yes		1.6	\$ 81,453	\$ 65,123	V. of Weston	Traffic levels are within reach of a road diet. If road diet proves infeasible recommend narrowing lanes to yield enough space for bike lanes. WISLR indicates 52 ft for travel lanes. 11 ft travel lanes leaves 8 ft for bike lanes.
	24	Jelinek Ave	Hwy 51	Birch St	Bike lane			1.2	\$ 51,740	\$ 42,978	V. of Weston	Bike lanes would require removal of parking on one side of the street. Recommend a wide striped parking lane on one side of street, two travel lanes, and striped bike lane on other side of street.
	25	Alderson St	Jelinek Ave	Schofield Ave	Bike lane			0.5	\$ 16,390	\$ 15,767	V. of Weston	
	26	Birch St	Jelinek Ave	Schofield Ave	Bike lane			0.2	\$ 6,730	\$ 6,474	V. of Weston	
	27	Ross St	Foundry St	Pine St	Bike lane			0.3	\$ 13,824	\$ 11,483	C. of Schofield	Remove parking on one side of street. Stripe wide parking lane on one side of street, travel lanes, and bike lane on other side.
	28	Northwestern Ave	Gold Ridge Way	Meuret Ln	Paved shoulder			0.8	\$ 89,305	\$ 73,415	C. of Wausau / V. of Weston	This is a critical gap in an otherwise lower-stress alternative to Grand Avenue and is a route connecting to the Mountain-Bay Trail.
X	29	South 1st Ave	Stewart Ave	Thomas St	Bike lane	Yes		0.8	\$ 41,123	\$ 32,878	C. of Wausau / WisDOT	Road diet. Road slated for reconstruction in 2018.
	30	Sherman St	17th Ave	24th Ave	Bike lane	Yes		0.5	\$ 25,221	\$ 20,164	C. of Wausau	"4 to 3" road diet to provide a travel lane in each direction, two-way left-turn lane, and bike lanes.
	31	Sherman St	1st Ave	17th Ave	Bike lane			0.8	\$ 29,456	\$ 28,334	C. of Wausau	Unclear whether parking is allowed. WISLR indicates no but that appears to be incorrect. If no parking there is easily room for bike lanes. If parking, may be possible to stripe parking lanes as de facto bike lanes. Also could restrict to one side of the road.
X	32	Townline Rd	Grand Ave	12th St	Bike lane			0.4	\$ 100,317	\$ 58,011	C. of Wausau / WisDOT	Reconstruction scheduled for 2016 - add bike lanes. Alternative could be to remove parking on one side and shift lanes to make room for bike lanes.
	34	County X	County Z	Northwestern Ave	Paved shoulder			2.4	\$ 264,277	\$ 217,254	Marathon County	
	35	County X	County Z	Highway 52	Paved shoulder			1.6	\$ 178,903	\$ 147,071	Marathon County	
	36	County Z	County X	57th St	Paved shoulder			1.3	\$ 146,381	\$ 120,336	Marathon County	
	37	Ross Ave/Kramer Ln/Kersten Rd/Lester St	Schoonover Rd	County N	Paved shoulder			3.5	\$ 384,485	\$ 316,074	V. of Weston / T. of Weston	
	39	72nd Ave	Highland Dr	Packer Dr	Paved shoulder		Yes	0.6	\$ 14,536	\$ 7,588	C. of Wausau	There appears to be room to stripe 4 ft shoulders if travel lanes are narrowed to 10 ft.
	40	Packer Dr	48th Ave	56th Ave	Paved shoulder			0.5	\$ 6,634	\$ 5,720	C. of Wausau / T. of Stettin	Roadway is already wide enough - only striping needed.
	41	48th Ave	Packer Dr	Stewart Ave	Paved shoulder			0.2	\$ 9,776	\$ 8,036	C. of Wausau / T. of Stettin	One shoulder partially paved already. Complete 4 ft shoulders on both sides.
	42	Stettin Dr	Stewart Ave	72nd Ave	Paved shoulder			2.3	\$ 251,243	\$ 206,540	C. of Wausau / T. of Stettin	
	43	28th Ave	Westhill Dr	County U	Paved shoulder			1.4	\$ 153,003	\$ 125,780	C. of Wausau / T. of Maine	At minimum, a climbing lane/shoulder is needed in uphill direction. Requires additional pavement north of Madonna Dr.

Top Priority Projects are **Highlighted in Green**

Project Complete	Project ID	Project Street	From Street	To Street	Facility Recommendation	Road Diet	Lane Diet	Length (miles)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments
	44	Pine Ridge Blvd/Westhill Dr	Bridge St	28th Ave	Bike lane			0.3	\$ 10,456	\$ 10,058	C. of Wausau	
	45	28th Ave	Westhill Dr	Highway 52	Bike lane	Yes		0.6	\$ 29,050	\$ 23,226	C. of Wausau	Road diet
	46	28th Ave	Highway 52	Sherman St	Bike lane			0.5	\$ 18,756	\$ 18,042	C. of Wausau	Stripe 4 ft bike lanes next to curb.
	47	Wausau Ave	Stevens Dr	10th Ave	Bike lane			0.3	\$ 12,403	\$ 10,303	C. of Wausau	Stripe wide parking lane on south side. Stripe bike lane on north side where parking is prohibited. Requires shifting of center line.
	48	Stevens Dr	Randolph St	Bridge St	Bike lane			0.8	\$ 28,371	\$ 27,291	C. of Wausau	Stripe parking lane as de facto bike lane on one side of street. Parking is already prohibited on other side - stripe bike lane. Pavement width is 40 ft according to WISLR. Stripe as: 12ft parking, 11 ft travel, 11 ft travel, 4 ft bike lane.
	49	Westwood Dr	County U	Bridge St	Bike lane	Yes		1.5	\$ 73,719	\$ 58,940	C. of Wausau	At minimum provide bike lane in uphill direction - requires narrowing of lanes. Extremely low levels of traffic for four lanes - road diet with bike lanes at edges is recommended.
	50	Campus Dr	14th Ave	4th Ave	Bike lane	Yes		0.5	\$ 24,872	\$ 19,885	C. of Wausau	At a minimum there may be room for lane narrowing and striped bike lanes at the edges. Ideal candidate for road diet - less than 10,000 ADT. Would allow for buffered bike lanes and TWLTL.
	51	Evergreen Rd	19th St	21st St	Bike lane			0.2	\$ 17,449	\$ 14,344	C. of Wausau / T. of Wausau	At a minimum stripe bike lanes or paved shoulder in uphill direction.
	52	6th St	Riverview Ct	County WW	Paved shoulder			3.3	\$ 361,234	\$ 296,960	C. of Wausau / T. of Texas	
	53	County WW	Highway 51 SB Ramp	County K	Paved shoulder			1.0	\$ 110,727	\$ 91,025	Marathon County	
	54	County K	County WW	Emery Dr	Paved shoulder			1.4	\$ 233,794	\$ 192,195	Marathon County	Add 6 ft paved shoulders
	55	County U	Westwood Dr	Sunnyvale Ln	Paved shoulder			3.5	\$ 386,818	\$ 317,992	Marathon County	
	56	28th Ave	County U	Merrill Ave	Paved shoulder			0.9	\$ 103,894	\$ 85,409	T. of Maine	At a minimum provide paved shoulder/bike lane in the uphill direction.
	57	Merrill Ave	County K	Westwood Dr	Paved shoulder			1.2	\$ 138,266	\$ 113,665	T. of Maine	At a minimum provide paved shoulder/bike lane in the uphill direction.
	58	Decatur Dr	Merrill Ave	14th Ave	Paved shoulder			0.9	\$ 97,251	\$ 79,947	T. of Maine / WisDOT	May include modifications to or near the bridge over US-51
	59	4th St/Western Ave	Main St	Range Line Rd	Bike lane			1.3	\$ 45,524	\$ 43,791	C. of Mosinee	Stripe parking lane to create de facto bike lane. Repaving scheduled for 2018-2020.
	60	Main St	Water St	Range Line Rd	Bike lane			1.5	\$ 63,667	\$ 52,885	C. of Mosinee	Stripe wide parking lanes and narrow travel lanes. Provides space for cyclists and slows traffic through commercial area.
	61	Grand Ave	Village Way	Eagle Nest Blvd	Path						V. of Rothschild	
	62	Grand Ave	Hewitt St	Weston Ave	Path			0.2	\$ 44,467	\$ 44,467	V. of Rothschild	
	63	Camp Phillips Rd	Bernard Ave	Ross Ave	Path			0.1	\$ 23,009	\$ 23,009	V. of Weston	Closes a significant gap, linking existing path to the north to Ross Ave bike lanes. Right-of-way acquisition costs not included.
X	64	Grand Ave	Kort St	Jacoby St	Bike lane		Yes	1.1	\$ 45,106	\$ 37,467	C. of Schofield	May require narrowing of travel lanes
	65	Rib Mountain Dr	North Mountain Rd	Goose Ln	Paved shoulder			0.1	\$ 10,091	\$ 8,295	Marathon County	Stripe shoulder to match cross section to the north
	66	Sturgeon Eddy Rd	Fairmount St	Grand Ave	Bike lane			0.1	\$ 436	\$ 436	C. of Wausau	Right-of-way is too constrained to add conventional bike lanes in the near term. Recommend advisory bike lanes as potential solution.
	67	Thomas St	Grand Ave	River Drive	Bike lane	Yes		0.2	\$ 9,404	\$ 7,518	C. of Wausau	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	McCleary Street	3rd Ave	Bike lane			0.5	\$ 20,767	\$ 17,250	C. of Wausau	Remove parking on one side of street (may already be prohibited). Stripe wide parking lane, travel lanes, and bike lane on opposite side.
	69	Stewart Ave	Highway 52	48th Ave	Bike lane		Yes	1.0	\$ 41,075	\$ 34,118	C. of Wausau / WisDOT	Existing paved shoulder could be widened to a full bike lane by narrowing travel lanes to 11 ft
	70	Stewart Ave	1st Ave	3rd Ave	Bike lane	Yes	Yes	0.1	\$ 6,885	\$ 5,505	C. of Wausau / WisDOT	Road diet - remove third travel lane in eastbound direction to match capacity in the westbound direction. Stripe separated bike lane in both directions.
	71	Stewart Ave	8th Ave	12th Ave	Bike lane		Yes	0.3	\$ 10,515	\$ 8,734	C. of Wausau / WisDOT	Stripe wide parking lanes on westbound side as de facto bike lanes. Narrow travel lanes if necessary.
	72	1st Ave	Oak St	Bridge St	Bike lane	Yes		0.1	\$ 4,065	\$ 3,250	C. of Wausau	Consolidate straight and left/straight lanes to make room for bike lane.
	73	1st St	Washington St	Grant St	Bike lane	Yes		0.2	\$ 11,592	\$ 9,268	C. of Wausau	Road diet
	74	1st St	Franklin St	McIndoe St	Bike lane			0.1	\$ 2,024	\$ 1,947	C. of Wausau	
	75	6th St	Forest St	Bridge St	Bike lane	Yes		0.9	\$ 43,679	\$ 34,922	C. of Wausau	Road diet 3->2. This will match northbound capacity with southbound capacity on 5th Street and affords room for a buffered bike lane to match the southbound bike lane on 5th.
	76	7th St	Forest St	Bridge St	Bike lane			0.9	\$ 36,789	\$ 30,559	C. of Wausau	Remove parking on one side of street. Stripe wide parking lane, travel lanes, and bike lane on other side.
	77	Bridge St	7th St	6th St	Bike lane			0.1	\$ 3,595	\$ 3,458	C. of Wausau	Stripe 10 ft travel lanes and wide parking lanes to make de facto bike lanes and calm traffic.
	78	3rd St	Bridge St	Wausau Ave	Bike lane			0.3	\$ 12,173	\$ 10,112	C. of Wausau	Remove parking on one side of street. Stripe street with wide parking lane, travel lanes, and bike lane on other side.
	79	Wausau Ave	7th St	29th St	Bike lane			1.8	\$ 74,634	\$ 61,995	C. of Wausau	Remove parking on one side of street. Stripe parking lane, travel lanes, and bike lane.

Project Complete	Project ID	Project Street	From Street	To Street	Facility Recommendation	Road Diet	Lane Diet	Length (miles)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments
	80	6th St	Union Ave	Riverview Ct	Bike lane			0.9	\$ 31,401	\$ 30,205	C. of Wausau	There may be room for parking, travel lanes, and bike lanes. At minimum, stripe parking lanes to create de facto bike lanes.
	82	Camp Phillips Rd	Weston Ave	Ross Ave	Bike lane						Marathon County	Existing cross section is too tight for accommodations and there are too many driveways to continue side path. Add facilities when roadway is reconstructed.
	81	County WW	4th St	2nd St	Bike lane				\$ -	\$ -	Marathon County	Requires parking removal on both sides (if not already prohibited)
	83	Grand Ave	Schofield Ave	Forest St	Bike lane						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.
	84	Rib Mountain Dr	North Mountain Rd	Bridge St	Bike lane						Marathon County / C. of Wausau	Existing cross-section is too constrained to add bike facilities. Recommend adding bike lanes when the road is reconstructed.
	85	Stewart Ave	17th Ave	8th Ave	Path						C. of Wausau / WisDOT	Widen the path through the Marathon County Fairgrounds to 10 feet and construct a complementary sidepath on the north side of Stewart Ave.
	86	3rd Ave	Stewart Ave	Clark St	Bike lane						C. of Wausau	Existing cross-section is too constrained to add bike facilities. Recommend studying consolidation of queue lanes or adding bike lanes when reconstructed.
	87	Highway 52 Pkwy	17th	Stewart Ave	Bike lane						C. of Wausau / WisDOT	Existing paved shoulder. Widen to full bike lanes when reconstructed.
	88	Stewart Ave	44th Ave	Roberta Ln	Bike lane							Bridge is not wide enough for bike accommodations. Recommend bike lanes when reconstructed.
	89	Bridge St	2nd Ave	6th St	Path						C. of Wausau	Existing cross-section too tight. Relatively few driveways on north side may make a side path feasible.
	90	1st St	Grant St	Franklin St	Bike lane						C. of Wausau	Right-of-way is too constrained to add facilities. Recommend bike lane when reconstructed.
	91	Stewart Ave	1st Ave	1st St	Bike lane						C. of Wausau / WisDOT	Existing bridge is too narrow to add bike lanes. Recommend adding when reconstructed. Alternatively, perform road diet.
	92	North Mountain Rd	Eagle Ave	Rib Mountain Dr	Bike lane						T. of Rib Mountain	Existing cross-section is too constrained to add bike facilities. Recommend add bike lanes when reconstructed.
	93	Highway 153	Old Highway 51	Golf Club Blvd	Bike lane						WisDOT	Existing cross-section is too constrained to add bike facilities. Recommend bike lanes when reconstructed.
	94	Kowalski Rd	Tower Rd	County X	Path						V. of Kronenwetter	
	95	Weston Ave	Zinser St	County J	Paved shoulder						V. of Weston	
	96	Schofield Ave	Camp Phillips Rd	Ryan St	Bike lane	Yes		1.8	\$ 90,357	\$ 72,242	V. of Weston	Road diet
	97	Schofield Ave	Grand Ave	Camp Phillips Rd	Bike lane						V. of Weston	Traffic levels are still within reach of a road diet, although study would be needed to assess potential impacts. Reductions in lane width could yield enough space for bike lanes. WISLR indicates 52 ft for travel lanes. 11 ft travel lanes leaves 8 ft for bike lanes.
	98	South 3rd Ave	Stewart Ave	Thomas St	Bike lane	Yes		0.8	\$ 37,558	\$ 30,028	C. of Wausau	Road diet may allow for parking-separated bike lane. Alternative is to remove parking from one side and retain travel lanes.
	99	72nd Ave	Highland Dr	Packer Dr	Paved shoulder						C. of Wausau	Add shoulders where not already striped. Widen roadway through the underpass.
	100	Stettin Dr	72nd Ave	88th Ave	Paved shoulder			1.1	\$ 118,694	\$ 97,575	Town of Stettin	
	101	Evergreen Rd	6th St	19th St	Bike lane		Yes	0.9	\$ 35,893	\$ 29,814	C. of Wausau	Remove parking from one side of street. Stripe wide parking lane, travel lanes, and bike lane on other side.
X	102	Thomas St	River Drive	McCleary Street	Bike lane		Yes	0.2	\$ 7,777	\$ 6,460	C. of Wausau	Current bridge width is 32 ft between railings. Striping 11 ft lanes leaves room 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.
	103	Stewart Ave	3rd Ave	8th Ave	Bike lane		Yes	0.3	\$ 12,205	\$ 10,138	C. of Wausau / WisDOT	Stripe separated bike lanes adjacent curb. Remove parking if currently allowed. Residential parking can occur on side street frontages.
	104	West Grand Ave	Kort St	Grand Ave	Bike lane			0.3	\$ 10,883	\$ 10,469	C. of Schofield / WisDOT	Add bike lanes when street is resurfaced in 2017.
	105	Off-street path	Grand Ave	Volkman St	Path			0.3	\$ 61,316	\$ 61,316	V. of Rothschild	New off-street path identified in Rothschild plan
	106	County WW	4th St	Ramp	Paved shoulder			0.4	\$ 24,439	\$ 20,091	Marathon County	Expand paved shoulders to minimum of 5 ft when bridge is redecked in 2018.
	107	Highway 51	Village Way	Maple Ridge Rd	Path			3.5	\$ 760,183	\$ 760,183	V. of Kronenwetter	Side path
	108	Military Road	Grand Ave	Existing Military Rd to the east	Bike lane			0.1	N/A	\$ 10,995	V. of Rothschild	Build planned street extension with sidewalks and bike lanes.
	109	County WW	County WN	East St	Paved shoulder			1.7	\$ 95,180	\$ 78,245	Marathon County	Existing paved shoulder on one side of road. Pave other shoulder.
X	110	Thomas St	3rd Ave	17th Ave	Bike lane		Yes	0.8	\$ 36,789	\$ 30,559	C. of Wausau	Remove parking on one side of street (may already be prohibited). Stripe wide parking lane, travel lanes, and bike lane on opposite side.
	111	Weston Ave	Volkman St	Wall St	Paved shoulder			0.6	\$ 31,303	\$ 25,733	V. of Rothschild	Add 2 ft paved shoulder to existing 2 ft paved shoulder to make 4 ft shoulders on each side.
	112	Weston Ave	Wall St	Alderson St	Bike lane			0.2	\$ 10,081	\$ 9,698	V. of Rothschild	Add bike lane striping. Consider restricting on-street parking during peak periods.
	113	Stewart Ave	18th Ave	STH 52	Bike lane		Yes	0.9	\$ 74,634	\$ 61,995	C. of Wausau	Narrow urban shoulders (approximately 3 ft) exist west of the US 51 overpass but could potentially be widened to 4 ft wide bike lanes along with a lane diet.
	115	Stewart Ave	12th Ave	17th Ave	Bike lane			0.3	\$ 8,813	\$ 8,478	C. of Wausau / WisDOT	Upcoming reconstruction will include narrow (3-foot) paved shoulders or bike lanes. Access to the existing path through the Marathon County Fairgrounds should be improved for bicycling (intersection improvements at 8th Avenue, 12th Avenue, and 17th Avenue including new curb ramps and signage).
X	117	Off-street path	Trillium Lane	Foxglove Road	Path			0.7	\$ 159,469	\$ 159,469	T. of Rib Mountain	Construct path along existing utility easement.

Top Priority Projects are **Highlighted in Green**

Figure 2

