

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 AGENDA

July 29, 2021
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)*

The meeting site identified above will be open to the public. However, due to the COVID-19 pandemic and associated public health directives, Wausau MPO encourages Bicycle & Pedestrian Committee members and the public to attend this meeting remotely. To this end, instead of attendance in person, Bicycle & Pedestrian Committee members and the public may attend this meeting by telephone conference. If Bicycle & Pedestrian Committee members or members of the public cannot attend remotely, Wausau MPO 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: 1-408-418-9388

Access Code: 1468 53 0030

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

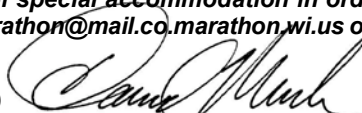
POLICY DISCUSSION AND POSSIBLE ACTION:

3. APPROVE THE MINUTES OF THE JUNE 24, 2021 MEETING
4. PRESENTATION AND INPUT: STEWART AVE
5. REVIEW MASTER PLAN PUBLIC INPUT
6. BICYCLE FRIENDLY COMMUNITY APPLICATION
7. COMMUNITY UPDATES AND AREAS OF CONCERN

8. ITEMS FOR FUTURE AGENDA
9. NEXT MEETING DATE – AUGUST 26, 2021
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

EMAILED TO: Daily Herald

EMAILED TO: Mid-west Radio Group - 848-3158

NOTICE POSTED AT COURTHOUSE:

EMAILED BY: BI

EMAILED DATE: 07/26/2021 _____

EMAILED TIME: 2:20 pm _____

By: _____

Date: _____

Time: _____ a.m/p.m.

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Bicycle and Pedestrian Sub-Committee
Minutes – June 24, 2021

Members: Hooshang Zeyghami, Vice-Chair, John Beatty, Mark Thuot, Ryan Lichtenwald, Lori Hellrood, Laurie Miskimins, Tom Mullaly
Staff: Andrew Lynch

1. CALL TO ORDER

Meeting called to order by LYNCH at 5:30pm

2. WELCOME AND INTRODUCTIONS

Joined by new member Lori Hellrood representing Kronenwetter and Laurie Miskimins the new director of Marathon County's Conservation, Planning, and Zoning Department.

3. APPROVE THE MINUTES OF APRIL 24, 2021 MEETING

Motion/second by THUOT/MULLALY to approve the meeting minutes from the April 24, 2021 meeting. Motion **carried** by voice vote, no dissent.

4. UPDATE ON MASTER PLAN PUBLIC INPUT

The Master Plan updates are out for public input. Materials are available on the Wausau MPO website with an online comment form. Public Open House was held on June 22, with no attendees. Comment period ends July 16 after which the committee will address any submissions. There are currently 4 comments submitted via the website.

5. TRANSPORTATION ALTERNATIVES PROGRAM (TAP) GRANT PREPARATION

LYNCH noted that applications for upcoming funding cycle will be released in late August and due in January of 2022. A map of previous awarded projects was included in the packet. It is suggested that communities work with the MPO and DOT to review their projects before submittal in order to improve the application.

6. WAUSAU AREA BICYCLE MAP UPDATES

MPO would like to print new maps at the end of 2021 and a new design is needed. Committee members were asked for their input. Maps from Minneapolis, Chicago, Madison, Appleton, and Portland were also reviewed for ideas. Suggestions were as follows: Directions to MTB trails, Bike share stations, public restrooms and water, stress level of streets, rules on riding e-bikes, problem intersections. It was also suggested that a paper map could have less information and supplemental info could be provided from a QR code link.

7. BICYCLE FRIENDLY COMMUNITY APPLICATION

Wausau Area was awarded the Bronze level for Bicycle Friendly Community in 2015. Renewals were delayed a year because of COVID and applications for the next cycle are due on Sept 1, 2021. Much of the information for the application was already loaded from the last time. Adding new

8. COMMUNITY UPDATES AND FUTURE EVENTS

Village of Maine: council approved supporting the Big Poinatowski Trail route in the Village.

City of Schofield: Working on property acquisition for Bus51 Bypass Trail, construction in 2022. Encourages everyone to comment on the Rib Mtn State Park plan update.

MPO:

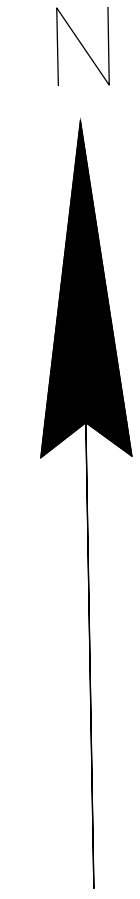
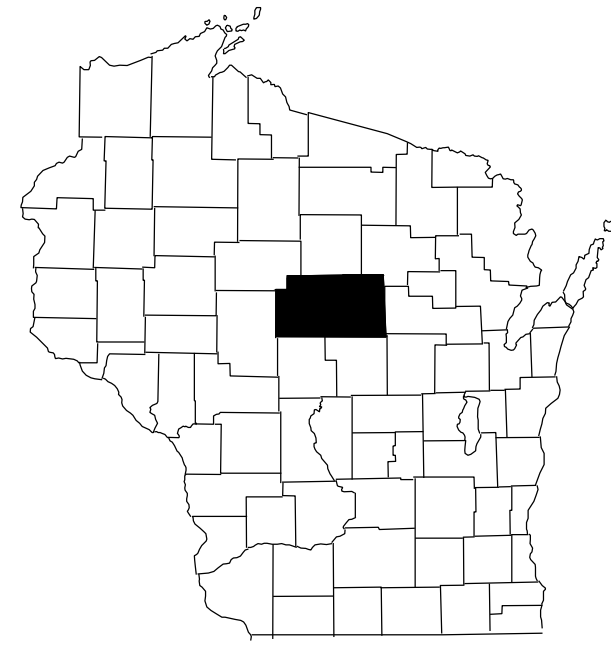
9. ITEMS FOR THE NEXT AGENDA

10. NEXT MEETING DATE – JULY 29, 2021

11. ADJOURN

Motion/second by MULLALY/BEATTY to adjourn the meeting. Motion **carried** by voice vote, no dissent. Meeting Adjourned at 6:30 pm.

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



STEWART AVENUE IMPROVEMENTS

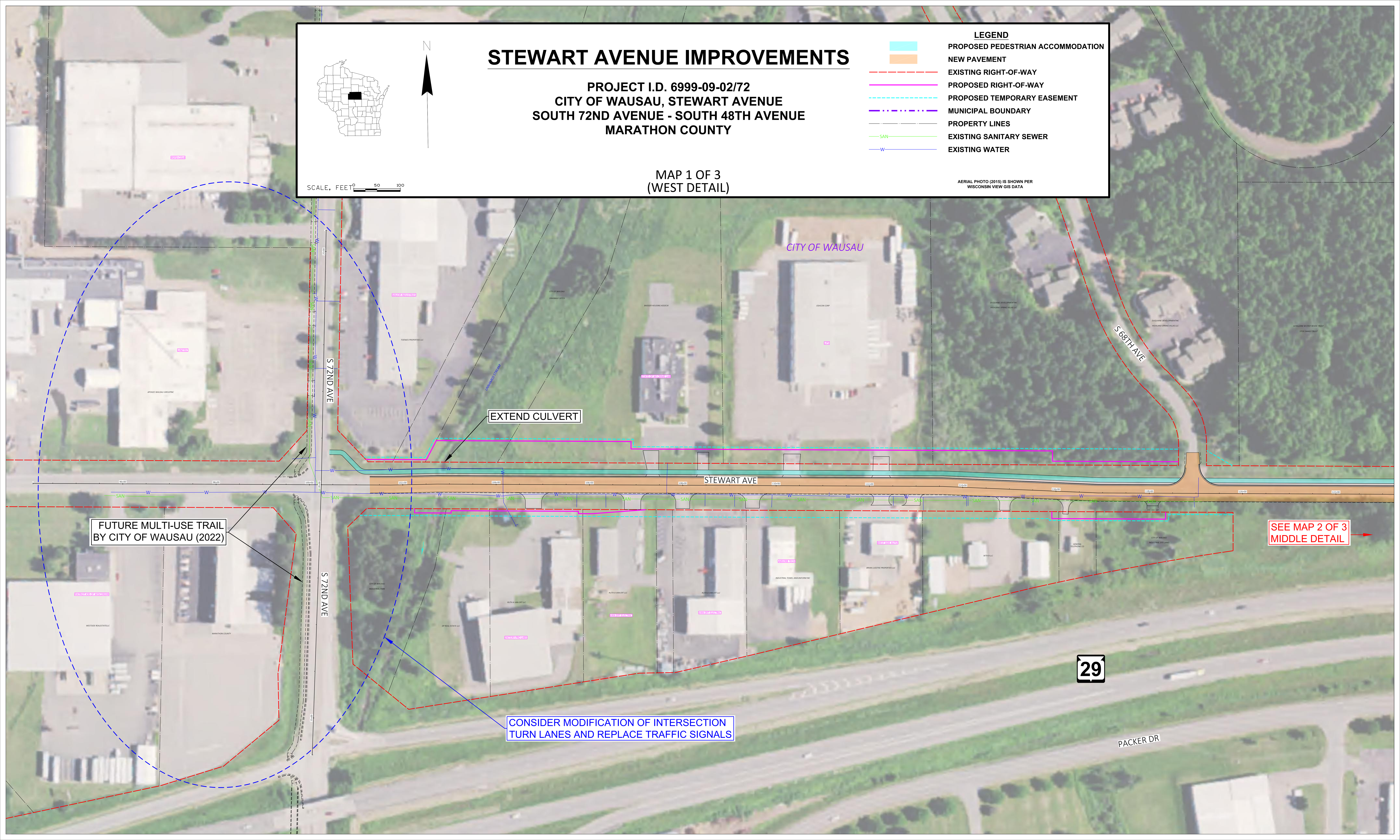
PROJECT I.D. 6999-09-02/72
CITY OF WAUSAU, STEWART AVENUE
SOUTH 72ND AVENUE - SOUTH 48TH AVENUE
MARATHON COUNTY

MAP 1 OF 3
(WEST DETAIL)

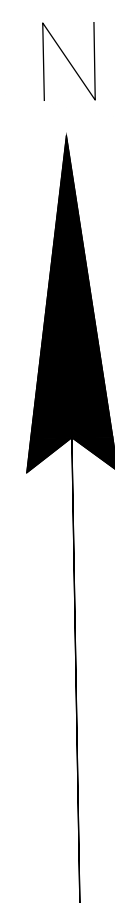
SCALE, FEET 0 50 100

- LEGEND**
- PROPOSED PEDESTRIAN ACCOMMODATION
 - NEW PAVEMENT
 - EXISTING RIGHT-OF-WAY
 - PROPOSED RIGHT-OF-WAY
 - PROPOSED TEMPORARY EASEMENT
 - MUNICIPAL BOUNDARY
 - PROPERTY LINES
 - EXISTING SANITARY SEWER
 - EXISTING WATER

AERIAL PHOTO (2015) IS SHOWN PER
WISCONSIN VIEW GIS DATA



SEE MAP 2 OF 3
MIDDLE DETAIL



STEWART AVENUE IMPROVEMENTS

PROJECT I.D. 6999-09-02/72
CITY OF WAUSAU, STEWART AVENUE
SOUTH 72ND AVENUE - SOUTH 48TH AVENUE
MARATHON COUNTY

MAP 2 OF 3
(MIDDLE DETAIL)

SCALE, FEET 0 50 100

- LEGEND**
- PROPOSED PEDESTRIAN ACCOMMODATION
 - NEW PAVEMENT
 - EXISTING RIGHT-OF-WAY
 - PROPOSED RIGHT-OF-WAY
 - PROPOSED TEMPORARY EASEMENT
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 - EXISTING WATER

AERIAL PHOTO (2015) IS SHOWN PER
WISCONSIN VIEW GIS DATA

CITY OF WAUSAU

TOWN OF STETTIN

STEWART AVE

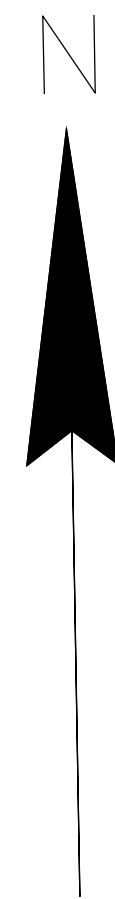
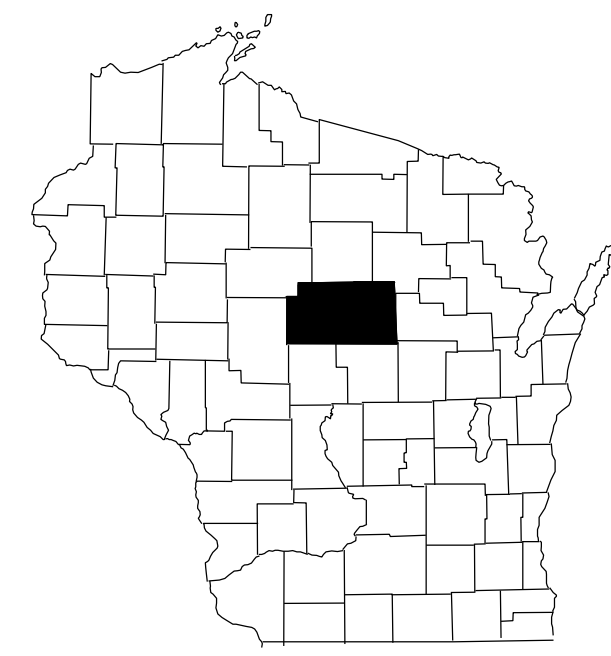
29

CITY OF WAUSAU

PACKER DR

SEE MAP 1 OF 3
WEST DETAIL

SEE MAP 3 OF 3
EAST DETAIL



STEWART AVENUE IMPROVEMENTS

PROJECT I.D. 6999-09-02/72
CITY OF WAUSAU, STEWART AVENUE
SOUTH 72ND AVENUE - SOUTH 48TH AVENUE
MARATHON COUNTY

MAP 3 OF 3
(EAST DETAIL)

SCALE, FEET 0 50 100

- LEGEND**
- PROPOSED PEDESTRIAN ACCOMMODATION
 - NEW PAVEMENT
 - EXISTING RIGHT-OF-WAY
 - PROPOSED RIGHT-OF-WAY
 - PROPOSED TEMPORARY EASEMENT
 - MUNICIPAL BOUNDARY
 - PROPERTY LINES
 - EXISTING SANITARY SEWER
 - EXISTING WATER

AERIAL PHOTO (2015) IS SHOWN PER
WISCONSIN VIEW GIS DATA

CITY OF WAUSAU

TOWN OF STETTIN

CITY OF WAUSAU

PROPOSED DRIVEWAY OPENING

STEWART AVE

SEE MAP 2 OF 3
MIDDLE DETAIL

POTENTIAL STORMWATER
MANAGEMENT AREAS
(FEE MAY BE NEEDED IN
THESE AREAS)

29

TOWN OF STETTIN

CITY OF WAUSAU

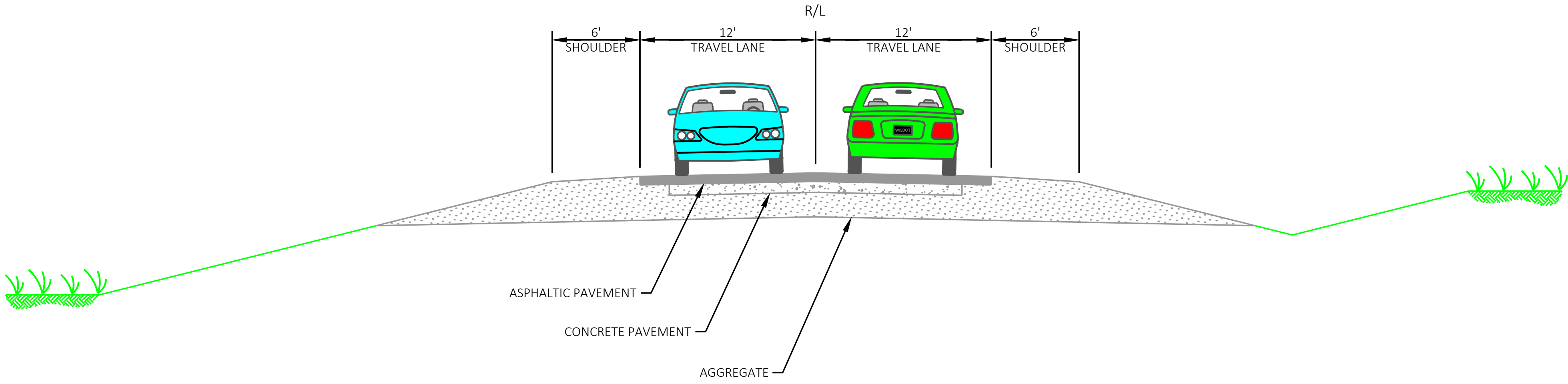
PACKER DR

S 48TH AVE

ROBERTA LN

STEWART AVENUE
EXISTING TYPICAL ROADWAY SECTION

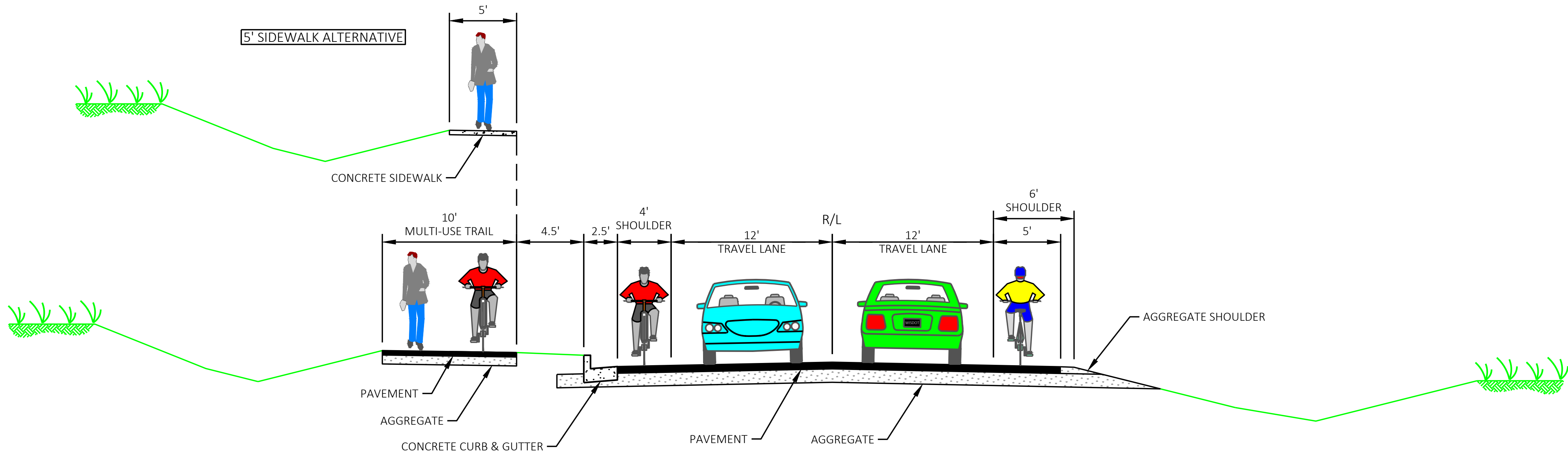
PROJECT I.D. 6999-09-02/72
CITY OF WAUSAU, STEWART AVENUE
SOUTH 72ND AVENUE - SOUTH 48TH AVENUE
MARATHON COUNTY



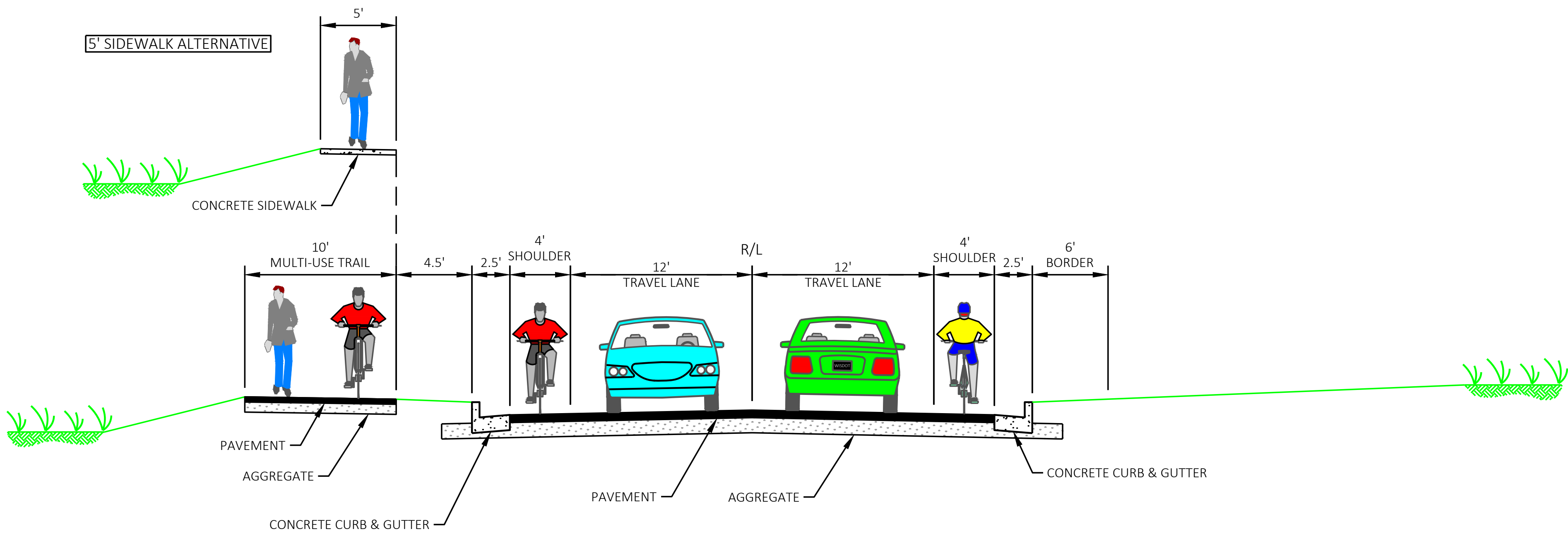
TYPICAL EXISTING SECTION
S 72ND AVE - S 48TH AVE
LOOKING EAST

STEWART AVENUE
PROPOSED TYPICAL ROADWAY SECTION

PROJECT I.D. 6999-09-02/72
CITY OF WAUSAU, STEWART AVENUE
SOUTH 72ND AVENUE - SOUTH 48TH AVENUE
MARATHON COUNTY



TYPICAL FINISHED SECTION
S 72ND AVE - S 56TH AVE
LOOKING EAST



TYPICAL FINISHED SECTION
S 56TH AVE - S 48TH AVE
LOOKING EAST

Comments Received via Website			
Name (optional)	Comments on the Proposed Updates	Staff Recommendations/Responses	Committee Actions
			No Action Needed
Tim Vergara	Just to be clear, the updates are primarily for bicycle accommodations? If so then they should be in the master as a chapter on bikes only.	Pedestrian focused updates are already listed seperately in the original plan.	
	Need bike accommodations on Weston Ave from Cty J all the way in	Off-street path is recommended in new Weston Ave plan.	
Andrew Plath	I think that the recommendations for additional sidewalks like between 12th and 17th on Thomas and Bopf Streets are well worth considering. Sidewalks work best when they are buffered from the street with boulevards that may have trees or light posts. These things protect pedestrians from automobile traffic.		No Action Needed
Josh Terrill	I would really like a bike path along grand avenue. I know there is designated route in southeast neighborhood but it would be so much better to have a barricades bike lane like they do in Madison on university avenue westbound or on Thomas avenue here in Wausau over the bridge.	Modify recommendation for Grand Ave to include protected lanes. See also response to DOT comments.	Modify Grand Ave recommendation
Gerard Klein	A couple of trails to add: 1) A loop around the base of the state park that matches what was submitted to the DNR by the SE Group 2) A connector from the state park trail to the railroad bridge project that terminates on NN 3) The new Trillium trail should be shown on either the old or the new map. It's on neither.	1) Final determination on what biking facilities are allowed in RMSP will be known when the RMSP Master Plan is complete at the end of 2021. 2) Cty Hwy NN currently has wide shoulders. 3) Trillium trail will be added to the updated map.	
Russ Wilson	I'm a 69 year old recreational bicyclist; I ride both in group rides with the Wausau Wheelers and with small informal groups. We ride in all four quadrants formed by Highway 29 and I-39/U.S. 51. The proposed updates look good to me. Thanks for the opportunity to comment.		No Action Needed
			No Action Needed
B Conklin	My 2 cents would be to improve Rothschild from Hewitt Street (Domtar) North to Highway 29 connector. Partner with Railroad running the West side of Grand Ave to Hwy 29. The Rothschild stretch is rated very poorly within the biking community. There needs to be an off the road option. The sidewalk on the east side has been in very poor condition. I did not see a Foxglove to Aster Road connector? (Cty KK) bypass mentioned (maybe I missed it) Aster Rd to River Vista Mosinee. Please view the Proposed Rib Mountain Bike and Ped Route Map future vision on the Towns Website under Useful Links	ROW constraints along Bus 51 present challenges to this route. Military to Volkman would be alternate option. Project 1009 connected Foxglove to Aster. Further route connections beyond were not considered at this point.	
	Its great that more is being done. I personally don't believe Sharrows are a good option in this community.		No Action Needed
			No Action Needed

	<p>An off-road connection between Everest Dr and Hewitt St along Business 51 is recommended. I realize there's a by-pass via Volkman; however, when commuting or bringing small children adding an extra mileage is not desired or crossing Business 51 at a busier intersection. It would also eliminate 2 crossings of Business 51. I also realize that obtaining easements from the railroad may be near impossible; however, if it's not on a plan it will never happen. In my opinion, there is far more risk of inattentive drivers from the 7 intersections along this route than semis pulling out of Domtar.</p> <p>Off-road paths are very fragmented since easements are difficult. The Central Loop is not conducive to tourists like the Heart of Vilas trails (which started in 1995). A plan for an off-road paved loop should be considered to draw tourists.</p> <p>Bike/pedestrian awareness/safety should also be addressed in our community: 1) how to get adults to model wearing helmets and 2) drivers watching for bikers / pedestrians - nearly every commute results in someone pulling out or stopping on a crosswalk. How can Midwest communities see a shift like communities elsewhere? I feel safer crossing when there's a break between vehicles than crossing a crosswalk that says its safe to cross when vehicles are present since I don't know if they were actually yield to someone in a cross walk. No silver bullet here, but community social media posts, and incentives wouldn't hurt. Continuing to get more bike/ped accommodations to encourage people to bike/walk will further bring awareness to drivers, so thank you.</p> <p>Over the past 2 weeks I've put on over 100 miles biking and running my 3 children (6 and younger) commuting in Rib Mountain, Rothschild, Schofield, and Wausau to/from swim lessons and I am appreciative at the improvements over the years and look forward to continued improvement to get more people commuting.</p>	<p>ROW constraints along Bus 51 present challenges to this route. Military to Volkman would be alternate option.</p> <p>An off-road paved loop system that is focused on tourism would be best as a separate plan.</p> <p>Awareness and safety are addressed in the original version of the plan.</p>
Andrea Larson		

Comments Received via Email

Jared Wehner Dir Comm Dev. Town of Rib Mtn	<p>Here are the comments that we collectively had on the plan. These are items that will be added to our Official Map when we get the chance to update:</p> <p>A: Widening the shoulder or off-street facilities on Azalea Road to Foxglove B: An off-street path from Dusty Miller Road to the Wisconsin River Trail C: An off-street path along County Road NN. Stage 1: County Road R to Snowbird Ave; Stage 2: Snowbird Ave to Spring Creek Drive; and Stage 3: Spring Creek Drive to the proposed Rib River crossing west of Greenhouse Road D: Laurel Road to Gooseberry Drive (to make a safe connection to Red Bud Road) E: Bike/Ped accommodations on the future bridge over the Wisconsin River, connecting Foxglove Road to Military Avenue in Rothschild.</p> <p>I realize that some of these things are not directly related to the MPO, but I figured I would share anyway. Let me know if you have any questions. Feel free to call or email. Have a great day.</p>	<p>A: Wider shoulders on Azalea Rd between Foxglove and would be appropriate to connect the River Bridge to the Trillium Trail. B: Connection would improve access between the River Bridge and the Trillium Trail. C: This project could be included after further discussion between Rib Mtn and Marathon County. D: Local Route designation would be adequate. E: Bike/Ped accomodations must already be considered for Federal and State funded projects.</p>
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Michael Wodalski Dir of Public Works Village of Weston	<p>In looking over the revisions to the Master Plan I have the following comments:</p> <p>- For Project 19: Weston Ave between Alderson and Birch this project is in the planning stages with the Village of Rothschild and the plan is to install an off-street path as the plan recommends.</p>		
	<p>- For Project 20: Weston Ave between Birch and Camp Phillips Rd there is a comment where there should be a Path and a road diet. There already is a 10-foot wide multi-use path on the south side of Weston Ave through that stretch. The road diet is something we'd need to look at further if that was still being recommended as the thought is eventually the development around there will be such that two lanes in each direction will be needed.</p>	Project 20 - Project was added to list in error.	Remove Project 20.
	<p>- For Project 21: Weston Ave – Camp Phillips to Zinser, this could likely be extended out to CR-J as we currently are looking to reconstruct the entire Weston Ave Corridor from CR-X/Camp Phillips to CR-J which would include a multi-use path as well as paved shoulders.</p>	Project 21 - Extending a path recommendation out to CTH J would be in line with new V of Weston plans.	Change Project 21 terminus from Zinser to CTH J.
	<p>- For Project 23: Schofield Ave – Grand Ave to Camp Phillips Rd it looks like an off-street path and/or a road diet is being recommended. This one is probably my biggest question as the street scape through this stretch is fairly significant and ROW with adjacent properties is also tight so trying to find room without completely reconstructing this entire corridor is tough. In looking at the existing lanes there's 24ft of pavement between the gutter lines which would allow for (2) 10-ft lanes and then (1) 4-ft bike lane which is likely feasible whereas a path would require the purchase of additional ROW and likely cutting down landscaping trees. In the comments it's noted that vehicle volumes are such that on street infrastructure would not be recommended. Should the idea of the road diet then be removed since this is a principal arterial and going down to one lane in each direction likely is not an option. Should this just be shown as an off-street improvement then?</p>	Project 23 - Recommendation has been modified.	Change Project 23 to read: Add bike lanes during repaving. Study for feasibility of road diet. Study feasibility of off-street path during reconstruction.

<p>Dave Meurett Transportation Planner WisDOT - North Central Region</p>	<p><u>Project 20</u>: For the proposed path segments along Weston Avenue in the villages of Weston and Rothschild, major access control for future developments along the roadway should also be mentioned to reduce the number of future conflicts and improve safety along the path.</p> <p><u>Project 96</u>: For the proposed path segments along Schofield Avenue in the Village of Weston, the high number of current driveway access points, including many busy commercial driveways, creates many conflict points along the path for bicyclists and is a potential major safety concern. With presence of these access points, on-street bicycle accommodations, with the existing sidewalks, would be a much safer option.</p> <p><u>Project 91</u>: Also, suggest looking striping wider on-street bicycle accommodations (at least 3-foot wide, possibly 4-foot wide) by reducing the width of the outside travel lanes. Right now these lanes are 12 feet wide. The inside travel lanes should remain 12 feet wide for trucks.</p> <p>The current traffic levels probably don't justify three lanes on the bridge; however, a reconfiguration of the lanes along the west leg of this intersection would be needed to reduce to two lanes.</p> <p><u>Project 119</u>: Any recommendations for bicycle and pedestrian accommodations along the 6th Street corridor from where this future trail will end near Goetsch Road in the Town of Wausau to Riverview Court in the City of Wausau?</p> <p>Additional Comments:</p> <p>The biggest concern I have is adding side paths along Bus 51/Grand Avenue in Schofield and Wausau and Schofield Avenue in Weston. Both of these roadways have many street and private driveway access points, which with side paths would create many potential bicycle/motor vehicle conflict points and major safety concerns for bicyclists using these facilities. WisDOT does not support side path along heavy travel roadways with many access points (especially commercial driveways) that can create major safety concerns. Unless a major reduction of access occurs, WisDOT would only support sidewalks and on-street bicycle accommodations along these types of roadways. Bicyclists are much more visible to motorists pulling into and out of side streets and driveways with on-street accommodations than along a side path.</p>	<p>Project 119: No plans as yet. Basic recommendation would be paved shoulders on CTH W between Evergreen and Marshall Hill Rd or future trail entrance.</p> <p>Grand Ave corridor: Given the changing nature of the road along that corridor the recommendation could be changed to indicate the need for maximum protection of vulnerable users.</p>	<p>Change Project 83: Implement bicycle and pedestrian infrastructure that uses the maximum physical protection available for vulnerable users. This would include off-street paths, physically seperated on-street lanes, or alternate routes. Reduce conflict points created by driveways where possible.</p>
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Additional Changes

Additional plans under Summary of Plans and Policies:
Weston Avenue Corridor Plan
Schofield Avenue Corridor Plan