

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

APRIL 12, 2016
2:00 p.m.

212 River Drive, Room 2
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: 6-12-08)*

Members: *James Tipple – Chair, George Peterson – Vice Chair, Kurt Kluck, Betty Hoenisch, Steve Hagman, Allan Opall, Raynard Zunker, Jeff Weisenberger, James Riehle, Milton Olson, Chris Voll, Barbara J. Ermeling, Brent Jacobson, Kregg Hoehn, Russ Habeck - WisDOT NC Regional Director*

AGENDA ITEMS:

1. CALL TO ORDER
2. WELCOME AND INTRODUCTIONS

POLICY DISCUSSION AND POSSIBLE ACTION:

3. APPROVE MINUTES OF THE MARCH 8, 2016 MEETING
4. NATIONAL HIGHWAY SYSTEM UPDATE
5. TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATIONS RANKING
6. NEXT MEETING – MAY 10, 2016
7. 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

NOTICE POSTED AT COURTHOUSE:

By: County Clerks

Date: _____

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

FAXED TO: 848-9361 848-5887 715-387-4175
Daily Herald City Pages Marshfield News
Midwest Radio Group – 848-3158

FAXED BY: LJ Schultz

FAX DATE/TIME: 3-31-16 7:51 AM

FAXED BY/DATE/TIME _____

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Minutes
March 8, 2016

Commissioners: George Peterson, Brad Lenz (for Tipple), Gaylene Rhoden (for Opall), Randy Fifrick (for Voll), Keith Donner (for Ermeling), Mark Thuot (for Hoehn), Jeff Gates (for Jacobson), Jim Riehle, Raynard Zunker, Jim Griesbach (for Kluck), Dave Meurett (for Habeck)

Absent: Betty Hoenisch, Steve Hagman, Jeff Weisenberger, Milt Olson

TAC Members: Dave Mack, Darryl Landeau, Dwight McComb

Others Present: Andrew Lynch; Ryan Arnold, Felix Ogles, Kevin Kujawa – WisDOT; Joe Gehin – Becher-Hoppe

1. Call to Order

The presence of a quorum, the agenda being properly signed and posted, the meeting was called to order by vice-chair Peterson at 2:00 p.m. in Room 2, 212 River Drive, Wausau, Wisconsin.

2. Welcome and Introductions

All were welcomed and introductions were made.

3. Approve Minutes of the January 12, 2016 meeting

Action: MOTION / SECOND BY GATES / RHODEN APPROVE THE JANUARY 12, 2016 MINUTES. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

4. Amendment to the 2016 Transportation Improvement Program (TIP) Funds

Discussion: The amendment was included in the meeting packet and briefly reviewed. The amendment: added 2 rear loading vans, a medical bus, the pavement epoxy markings project, and crossing signals and gates to Table 1; changed the completion date to 2017 for the STH 29 pavement replacement/bridge rehab project on Table 3.

Action: MOTION / SECOND BY GRIESBACH / RHODEN TO APPROVE RESOLUTION #2-16 AMENDING THE 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE WAUSAU METROPOLITAN AREA AS PRESENTED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

Follow Through: WisDOT will be informed of the amendment to the 2016-2019 TIP as approved.

5. National Highway System Changes

Discussion: The National Highway System (NHS) map was included in the meeting packet. Review by WisDOT identified 2 segments that could be removed from the NHS: STH 52 coming into the city of Wausau from the east and STH 153 coming into the city of Mosinee from the west. These segments dead-end and do not intersect with the rest of the NHS. Roads that are included in the NHS must meet federal design requirements and performance management standards when fully reconstructed which may have a financial impact to the communities. Removing these segments will not impact the area's ability to access STP-Urban funds; current status of STP-Urban funded projects can be verified. Federal Highway Administration removes segments when states demonstrate that it no longer makes sense to include the segments on the system.

Action: MOTION / SECOND BY GATES / LENZ TO REMOVE THE DISCUSSED SEGMENTS OF STH 52 (CITY OF WAUSAU) AND STH 153 (CITY OF MOSINEE) FROM THE NATIONAL HIGHWAY SYSTEM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

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Follow Through: These segments are to be removed from the NHS and the status of current STP-Urban funded projects will be verified.

6. Mountain-Bay State Park Trail Support Resolution

Discussion: This resolution was endorsed by the Bicycle and Pedestrian Sub-committee and included in the packet. A brief background on this trail was provided:

- ◇ This is a state trail maintained by Marathon, Shawano and Green Bay Counties
- ◇ Some adjacent property owners have encroached on the trail's right-of-way
 - Marathon County's Parks, Recreation and Forestry (PR&F) department will not expend resources until the DNR deals these property owners
- ◇ It is no longer possible to acquire parkland or state land by adverse possession
- ◇ The resolution's third *Be It Further Resolved* – the village of Weston “cooperate with” but not “assist” the WisDNR.

Action: **MOTION / SECOND BY GRIESBACH / DONNER TO CHANGE THE 3RD BE IT FURTHER RESOLVED TO STATE THAT “...THE VILLAGE OF WESTON COOPERATE WITH THE WISDNR...” AND APPROVE RESOLUTION #1-16 SUPPORTING THE EXTENSION OF THE MOUNTAIN-BAY STATE PARK TRAIL FROM THE TRAILHEAD TO CAMP PHILLIPS ROAD IN WESTON, WISCONSIN. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Follow Through: Action on this resolution will be reported to the Marathon County Parks, Recreation and Forestry Department and WisDNR.

7. 2016 Long Range Transportation Plan (LRTP)

a. Traffic Model

Discussion: Level of Service (LOS) maps were included in the meeting packet and discussed. The 2010 LOS map was incorrectly labeled; it is the 2015 LOS and only shows Grand Avenue as congested. The previous plan had different LOS and deficiencies along with definitions that have been changed. Clarification of term definitions is needed. The plan will have an end year of 2050 to maintain a 20 year planning horizon. Clarification needed of modeling criteria to explain differences between roads currently being considered deficient and now modeled as not congested. Concern stated that the traffic counts in areas do not add up (Mosinee's round-about and bridge). Model should reflect a local perspective.

b. Future Road Projects

Discussion: A list of potential future projects was distributed and briefly discussed. Input on the list was requested with the intent that projects should consider what might happen in the area during the next 35 years such as an additional river crossing. These projects should have a regional impact.

c. Demographics and Land Use Chapter

Discussion: The projections based on the American Community Survey (ACS) were distributed and reviewed – the 2010 Census provided information to the census block level and the ACS projections were to the census block group level. Differences between the ACS projections for the Village of Weston and the projections from the Wisconsin Department of Administration (WisDOA) were noted. The ACS projections were anticipated to be used throughout the plan development process. The land use map was the same as used for the recently completed County Comprehensive Plan and was not significantly different from the land use map used in the last LRTP.

Action: NO ACTION NEEDED AT THIS TIME, FOR INFORMATIONAL PURPOSES ONLY.

Follow Through: Clarification will be provided on the population projections to be used; need to clearly identify the population projection's source; definitions of “deficiencies” and “congested” and how these impacted the model's results. Additional information will be presented as the planning process continues.

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

March 8, 2016

8. Next Meeting – May 10, 2016 due to the April elections

Discussion: Meurett noted that an April meeting will be necessary as the Commission will have to consider the rankings for the area's applications for Transportation Alternatives Program (TAP) funds.

Action: **CONSENSUS REACHED THAT THE NEXT MEETING WILL BE SCHEDULED IN APRIL AT A DATE AND TIME TO BE DETERMINED.**

Follow Through: The date and time of the April meeting will be determined and scheduled.

9. Adjourn

Action: There being no further business to come before the members, **MOTION / SECOND BY RHODEN / LENZ ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 3:15 PM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Submitted by:

Dave Mack, MPO Director

Marathon County

Conservation, Planning and Zoning

DM:ljs

March 15, 2016

**Transportation Alternatives Program (TAP) Application
Narrative Response
Trillium Trail Bike/Ped Facility
Town of Rib Mountain
Marathon County**

1. For Safe Routes to School Project Applications:

This project is not a Safe Routes to School project and therefore this question does not apply to the project.

2. For Bicycle and Pedestrian Projects:

- *Clearly indicate the location, Length, width, surface materials, and any connections to existing or planned facilities.*

This bicycle and pedestrian project consists of two separate locations. (see Attachment 1) One segment will be along Trillium Lane from Orchid Lane 5,000 feet south. This segment is an existing off-street gravel trail. This trail will be graded, re-compacted and paved to be a 10-foot wide multi-use trail. This will improve the existing connection between the asphalt multi-use trail along CTH N and the on-street accommodations along Trillium Lane.

The second segment is new construction of a 10-foot asphalt multi-use trail with stretches of 12 foot timber boardwalk trail to cross wetland areas. This segment will be constructed roughly parallel to Interstate (I) 39, within the wooded area between I 39 and Buttercup Road. The path will begin at the south end of Buttercup Road, just north of Foxglove Road and will wind through the wooded area to connect with the cul-de-sac at the south end of Trillium Lane. This segment will connect the on-street accommodations along Trillium Lane with the on-street accommodations along Foxglove Road that cross I-39 and connect to on-street accommodations along Azalea Road and Sunset Drive.

- *How many new or replacement trips are expected and from which modes i.e. biking or walking? How much of the new or replacement use is for work or other utilitarian trips? How many auto trips will be eliminated? What is the average trip distance of auto trips that will be eliminated?*

This project is being designed predominantly as a recreational trail; however, it does provide a significant linkage to the existing metro bicycle route system. This trail could serve as a connection between two existing marked bicycle routes used by commuters and recreational bicyclists. Attachment 2 shows the marked routes within the area of this project. Route 5 could be extended along Trillium Lane and the proposed path and then connected to Route 7 so that users would not have to travel to County KK to get to Foxglove Road.

3. For all projects, to the extent not already addressed in answers to the questions above, describe project benefits by answering the following questions:

Timeline

- *How will the project sponsor ensure that the project is implemented on time?*

The project sponsor will hire a consulting firm to design the proposed trail and assist with bidding documents. By hiring a consulting firm, they can have a contract in place that will ensure that the design is completed with sufficient time to bid the project and have it constructed on time.

- *What, if any, obstacles are there to ensuring that the 20% cost share be available at the time of project authorization?*

At this time there are no obstacles to ensuring that the 20% cost share will be available at the time of the project. The Trillium Trail project is identified in the Town of Rib Mountain 5-year Capital Plan.

- *What obstacles or problems must be overcome to implement this project?*

Implementation of this project will require coordination with WisDOT to construct the multi-use trail within their existing right of way. The Town will also have to negotiate acquisition of right of way from two property owners at the south end of the project.

- *In light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years.*

The Town of Rib Mountain successfully coordinated construction of a multi-use trail with a WisDOT scenic easement when the USH51/STH29 Bike/Ped path was designed and constructed. The difference with this project is that it is WisDOT right of way, and not simply an easement. In an effort to reach the best solution for all parties involved, the Town of Rib Mountain will use the state policies on real estate acquisition to fairly, and legally acquire the necessary real estate for this project. If necessary, the Town will retain the services of a qualified real estate agent.

Connectivity

- *How, if at all, does the proposed project add connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities? Describe whether the proposed project is within ½ mile of any of the listed utilizes; and describe how, if at all, the proposed project would connect to these existing land uses: public park, school, library, public transit, employment and/or retail centers, residential areas, other.*

The Trillium Trail will provide a critical link in the overall network of bicycle and pedestrian facilities in Rib Mountain and Wausau Metropolitan area. The trail will complete a direct connection from the Wisconsin River Pedestrian Bridge via bike Route 7, which connects the Town Rib Mountain with the Village of Rothschild, to the multi-use trail along Route 5 at CTH N. (see Attachment 1 and 2)

The bicycle and pedestrian facility will provide a connection from the Foxglove Rd overpass to the west side of USH 51 including the Doepke Park Recreation Area, Rib Mountain State Park, and the Nine Mile Recreation Area west of CTH KK. The residential areas in the Town of Rib Mountain will benefit from the trail for commuting and recreational opportunities. A large residential development planned to the west of Doepke Park will also utilize this important transportation link.

The Trillium Trail will connect to the multi-use path along CTH N/CTH R to the tunnel under USH 51 which joins Route 5 to Route 7. Route 7 connects to the City of Wausau, Village of Rothschild, and to pedestrian facilities along Rib Mountain Drive, which provide access to shops, restaurants, and other places of employment.

The proposed trail will connect the Town of Rib Mountain to the east side of USH 51 via the Foxglove overpass which is one of three area crossings over USH 51/I39. The eastern connection would provide access to the Mountain Bay Trail via the Village of Rothschild and Village of Weston bike routes.

- *Describe how the proposed project makes transportation facilities safer and less intimidating for non-motorists.*

This project will provide a safer link for bicycle and pedestrian traffic that will allow access to different parts of the Town of Rib Mountain without the need to use local streets that have no accommodations. Currently, any bicyclists or pedestrian that would like to bike or walk from the southeast portion of Rib Mountain to Doepke Park or Rib Mountain State Park would either travel through a high traffic area around the east side of Rib Mountain, or would have to travel along county highways that have minimal accommodations. Upon completion of this project, they would have a direct link via off-road facilities to the multi-use path along CTH N, which leads to both park areas.

In order to access the Wisconsin River Pedestrian Bridge, commuters and recreational users have to follow Route 5 via CTH KK to Foxglove Rd east to the USH 51/I39 overpass. The road grade on Foxglove Rd exceeds 10% posing challenges for even the experienced user. Since 2008 two bicycle deaths have occurred on CTH KK. Bike Route 5 via CTH KK is less desirable due to the increase distance needed to travel and vehicular traffic operating at highway speeds. The Trillium trail would provide a safe and efficient transportation for bicyclists and pedestrians.

- *If the proposed project has undergone a walk or bike audit, provide any pertinent information regarding safety concerns revealed in that audit.*

No walk or bike audit has been completed for this project.

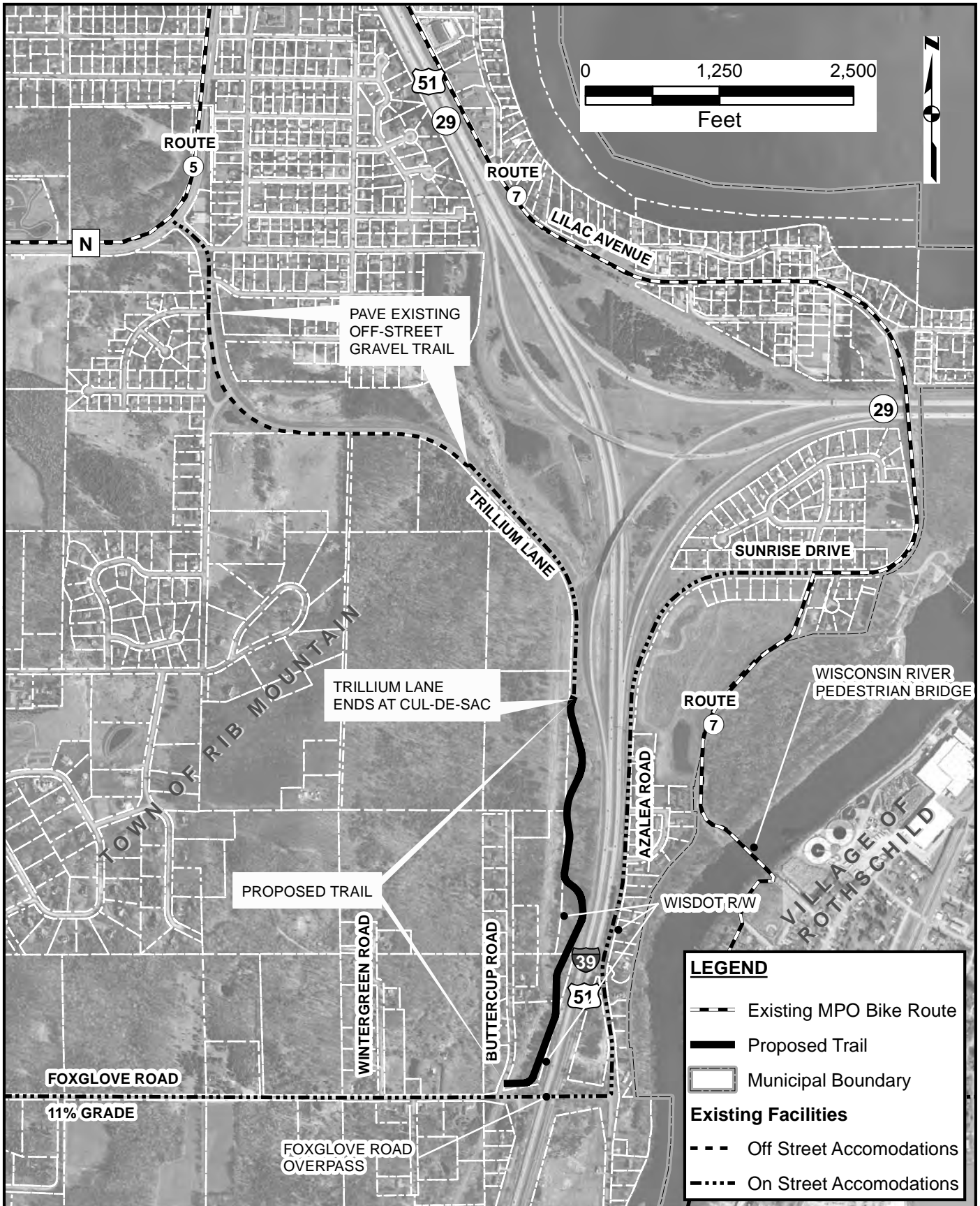
Miscellaneous

- *What will make this project a success, especially as compared to other proposed projects of the same or similar type?*

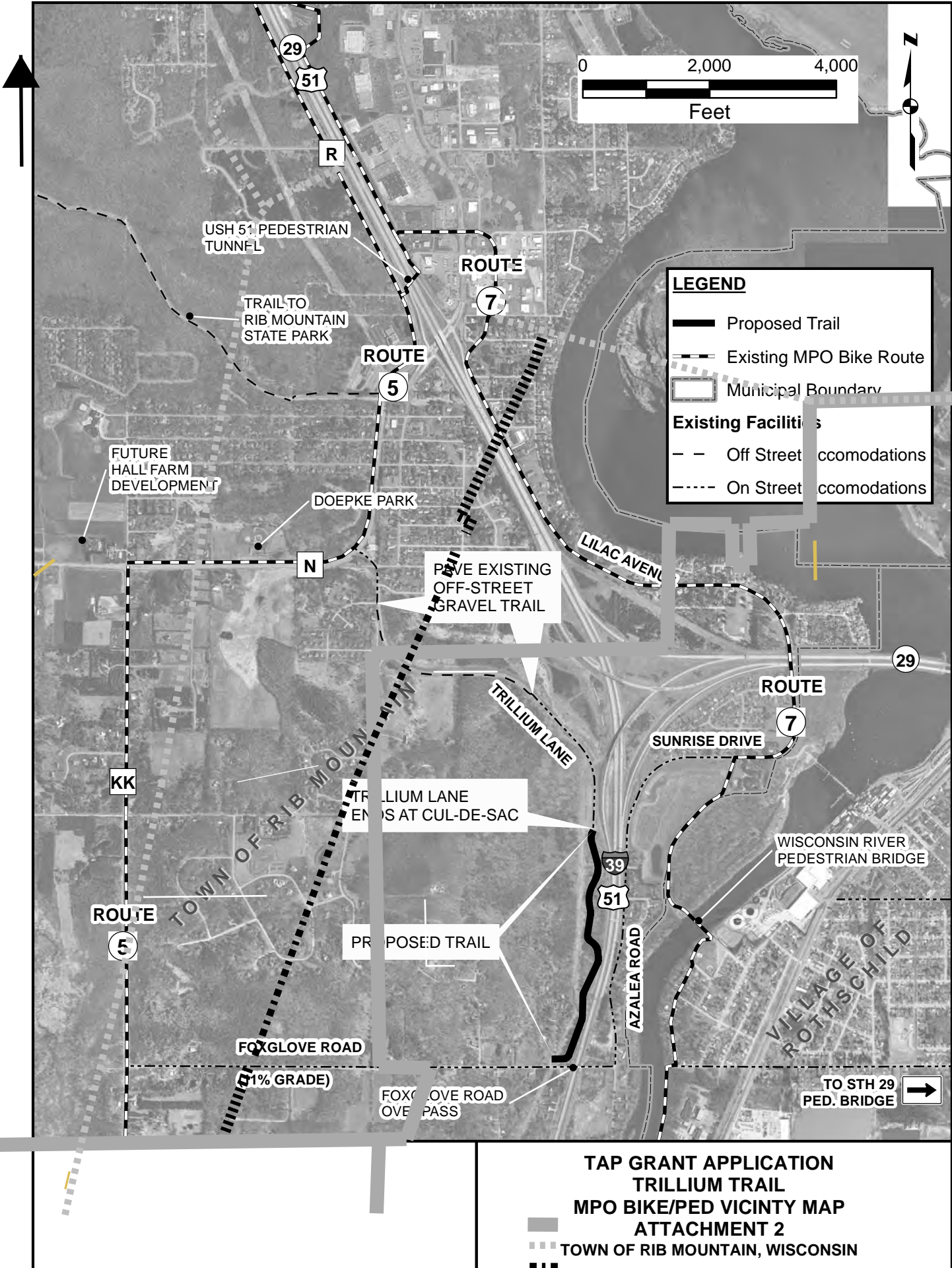
The Trillium Trail project will provide a much needed link to the bicycle and pedestrian system in the surrounding communities including the Village of Rothschild, Village of Weston, and City of Wausau. The trail connection will enhance the existing bike routes by providing a safer and more direct access for commuters and recreational users.

This project supported by the Town of Rib Mountain and is identified in the Wausau MPO's Bike and Pedestrian and Long Range Transportation Plan(s). The Trillium Trail will provide a safe and more direct route to other communities via the Wisconsin River Pedestrian Bridge improving the region for commuters, residents, and visitors.

The proposed Trillium Trail project will be a functional connection that will serve local residents, commuters, and recreational enthusiasts. By providing the Trillium Trail, the opportunity for the use of non-motorized transportation is increased significantly.



**TAP GRANT APPLICATION
 TRILLIUM TRAIL
 LOCATION MAP
 ATTACHMENT 1
 TOWN OF RIB MOUNTAIN, WISCONSIN**



Narrative Response/Attachment 3 – Stettin Drive Trail

1. For Safe Routes to School Project Applications: *Not Applicable*

2. For Bicycle and Pedestrian Projects:

- Clearly indicate the location, length, width, surface materials, and any connections to existing or planned facilities.
- How many new or replacement trips are expected and from which modes i.e. biking or walking? *The majority of trips will be from bicycles and pedestrians, but it is difficult to estimate the exact number of replacement trips. The trail would potentially serve several hundred residential properties around Brockmeyer Park and Stettin Elementary School. Counts of bicyclists and pedestrians will be taken through the Wausau MPO once the trail is built.*
- How much of the new or replacement use is for work or other utilitarian trips? *The trail would connect to Brockmeyer Park which is just north of Stewart Avenue. Route 10 of the region's bicycle route system is on Stewart Avenue so the proposed route would link into the commuter route system. The proposed trail would add a spur onto route 10 which links to major destinations, including employment centers, in the region*
- How many auto trips will be eliminated? *It is unknown at this time how many auto trips will be eliminated, until accurate bicycle and pedestrian counts are taken. Considering automobile travel is currently the only true option for travelling on Stettin Drive, the proposed trail will greatly increase the viability of taking an alternative mode for many people in the area.*
- What is the average trip distance of auto trips that will be eliminated? *The length of the trail segment is just under one mile, so this is the minimum average distance of auto trips that will be eliminated.*

3. For all projects, to the extent not already addressed in answers to the questions above, describe project benefits by answering the following questions:

Timeline

- How will the project sponsor ensure that the project is implemented on time? *Local policies encourage project completion within the timeframe for which projects are budgeted. In other words, the governing body highly discourages carryover requests and project extensions. Project management will be done in-house by City Engineering staff to ensure timely completion.*
What, if any, obstacles are there to ensuring that the 20% cost share be available at the time of project authorization. *No obstacles are anticipated, but the cost share does need to be part of a future City budget. These budgets are approved annually, typically by December 1st of each year.*
- What obstacles or problems must be overcome to implement this project? *Besides the cost share being budgeted, a small strip of real estate may be required in some locations. Permits for the bridge and boardwalk will need to be obtained through the appropriate channels. Part of Stettin Drive passes through the Town of Stettin, so permission from the town will be needed to construct the project.*
- In light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years. *The City will begin design work as soon as possible so that specific right-of-way needs are known and actual construction can begin as soon as approval is given by the DOT. In case of unforeseen circumstances that would delay construction, we would still have a cushion within the grant cycle to complete the project.*

Connectivity

-How, if at all, does the proposed project add connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities? *The trail would connect to Brockmeyer Park which is adjacent to the metro area's regional bicycle route system. This system is a numbered and color-coded regional system for commuter bicyclists. This route system eventually connects to the Mountain Bay State Trail, which is one of the state's longest rail-trails.*

- Describe whether the proposed project is within ½ mile of any of the listed utilizes; and describe how, if at all, the proposed project would connect to these existing land uses: public park, school, library, public transit, employment and/or retail centers, residential areas, other. *The proposed trail would have an elementary school on one end and a public park on the other. The residential areas between and around these two public facilities will all benefit from a trail that provides for alternative transportation modes.*

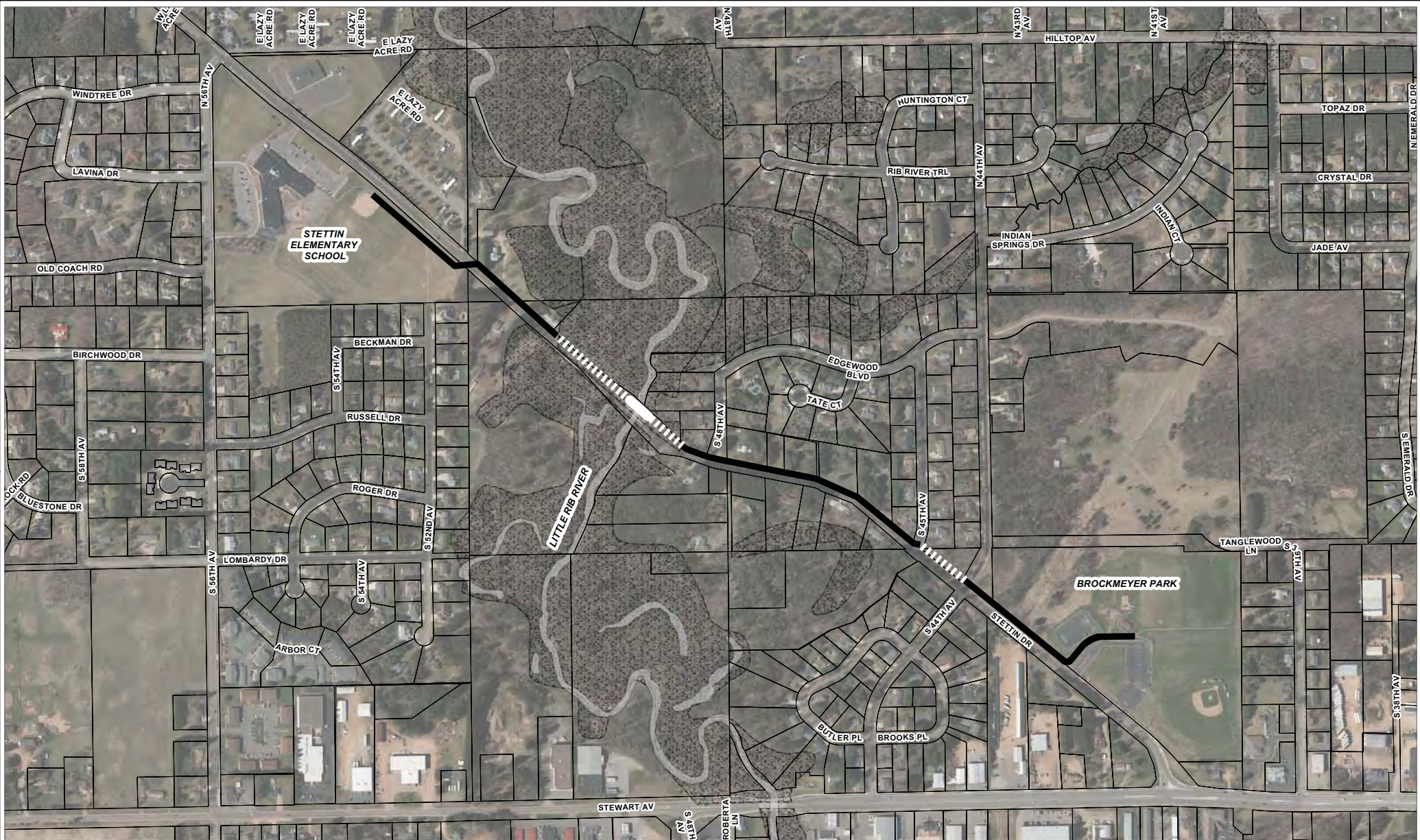
Safety

- Describe how the proposed project makes transportation facilities safer and less intimidating for non-motorists. *The path would be separated from the roadway so there would be minimal conflicts with motorized vehicles once a person is on the path. This would provide a suitable accommodation for users of all abilities (including children). Currently, Stettin Drive does not have accommodations for bicycles or pedestrians, and can be a dangerous street for anyone not in a motorized vehicle.*

- If the proposed project location has undergone a walk or bike audit, provide any pertinent information regarding safety concerns revealed in that audit. *The proposed location has not undergone a formal audit, but since there are no bike or pedestrian accommodations on this busy collector street, and since it located adjacent to a park and school, there are safety concerns.*

Miscellaneous

- What will make this project a success, especially as compared to other proposed projects of the same or similar type? *Since the proposed project would be along an important collector street that links a park with a school, it would be a highly visible project in the community to improve safety and connectivity. It would link many residents with public facilities, where there is currently a void in alternative transportation options.*



NOTES:
 1. REPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU. WAUSAU@CI.WI.US
 2. THIS MAP WAS COMPILED AND DEVELOPED BY THE CITY OF WAUSAU AND MARSHOHN COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THIS MAP.
 3. MAP FEATURES DEVELOPED FROM AERIAL PHOTOGRAPHY, PHOTOGRAPHY, AND FIELD SURVEY DATA.
 4. AERIAL PHOTO SHOWN HEREON FLORENCE SPRING, 2015.



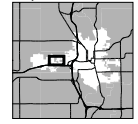
Map Date: January 15, 2016

STETTIN DRIVE TRAIL

CITY OF WAUSAU
 Marathon County, Wisconsin

| Legend | |
|--------|--|
| | 3680' - Proposed 10ft wide Asphalt Trail |
| | 1030' - Proposed Wetland Boardwalk |
| | 125' - Proposed Pedestrian Bridge |
| | Parcel Boundary |
| | Wetlands As Determined by the WDNR |

Map Location



Narrative Response/Attachment 3 – Wausau Business Campus Trail

1. For Safe Routes to School Project Applications: *Not Applicable*

2. For Bicycle and Pedestrian Projects:

- Clearly indicate the location, length, width, surface materials, and any connections to existing or planned facilities. *The proposed trail would run along S. 72nd Avenue from Packer Drive to Stewart Avenue (a distance of 1700 feet), then run west along Stewart Avenue to 77th Avenue (1800 feet), before heading north through undeveloped land up to Highland Drive (1550 feet). There would also be two spurs off the main trail to connect to: (a) an existing off-street trail, and (b) to Enterprise Drive. The total distance of the proposed project, with spurs from the main trail, would be 6950 feet, or approximately one and one-third miles. The majority of the trail would be 10-feet wide and composed of asphalt. Boardwalk would be needed in two short segments.*

- How many new or replacement trips are expected and from which modes i.e. biking or walking? *The majority of trips will be from bicycles and pedestrians, but it is difficult to estimate the number of replacement trips. The trail would serve a number of large employers in the community. Counts of bicyclists and pedestrians will be taken through the Wausau MPO once the trail is built. The southern end of the project would connect to the end of Route 10 of the regional bicycle route system. This project would effectively extend Route 10 up through the heart of the business campus, making it easier for people to bicycle to work in the business campus.*

- How much of the new or replacement use is for work or other utilitarian trips? *The trail would be located within the Wausau Business Campus which is a major employment center in the region. Much of the use would be for work and other utilitarian trips.*

- How many auto trips will be eliminated? *It is unknown at this time how many auto trips will be eliminated, until accurate bicycle and pedestrian counts are taken. It is expected that the trail will contribute to more people walking and bicycling to work in the business campus,*

- What is the average trip distance of auto trips that will be eliminated? *The length of the trail segment is approximately one and one-third miles, so this would be the expected minimum average distance of auto trips that will be eliminated.*

3. For all projects, to the extent not already addressed in answers to the questions above, describe project benefits by answering the following questions:

Timeline

-How will the project sponsor ensure that the project is implemented on time? *Local policies encourage project completion within the timeframe for which projects are budgeted. In other words, the governing body highly discourages carryover requests and project extensions. Project management will be done in-house by City Engineering staff to ensure timely completion.*

What, if any, obstacles are there to ensuring that the 20% cost share be available at the time of project authorization. *No obstacles are anticipated, but the cost share does need to be part of a future City budget. These budgets are approved annually, typically by December 1st of each year.*

-What obstacles or problems must be overcome to implement this project? *Besides the cost share being budgeted, a small amount of right-of-way may need to be acquired in a couple of select locations. Permits for crossing the wetland area will need to be obtained through the appropriate channels. Additional design time may be needed for 72nd Avenue underneath Highway 29.*

-In light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years. *The City will begin design work as soon as possible so that any right-of-way*

needs are known early and actual construction can begin as soon as approval is given by the DOT. In case of unforeseen circumstances that would delay construction, we would still have a cushion within the grant cycle to complete the project.

Connectivity

-How, if at all, does the proposed project add connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities? *The trail would connect to the end of Route 10 of the metro area's regional bicycle route system. This system is a numbered and color-coded regional system for commuter bicyclists. This route system eventually connects to the Mountain Bay State Trail, which is one of the state's longest rail-trails.*

- Describe whether the proposed project is within ½ mile of any of the listed utilizes; and describe how, if at all, the proposed project would connect to these existing land uses: public park, school, library, public transit, employment and/or retail centers, residential areas, other. *The proposed trail would run through the Wausau Business Campus, which is a major employment center of the region. It would connect to the regional route system at Sunny Vale County Park.*

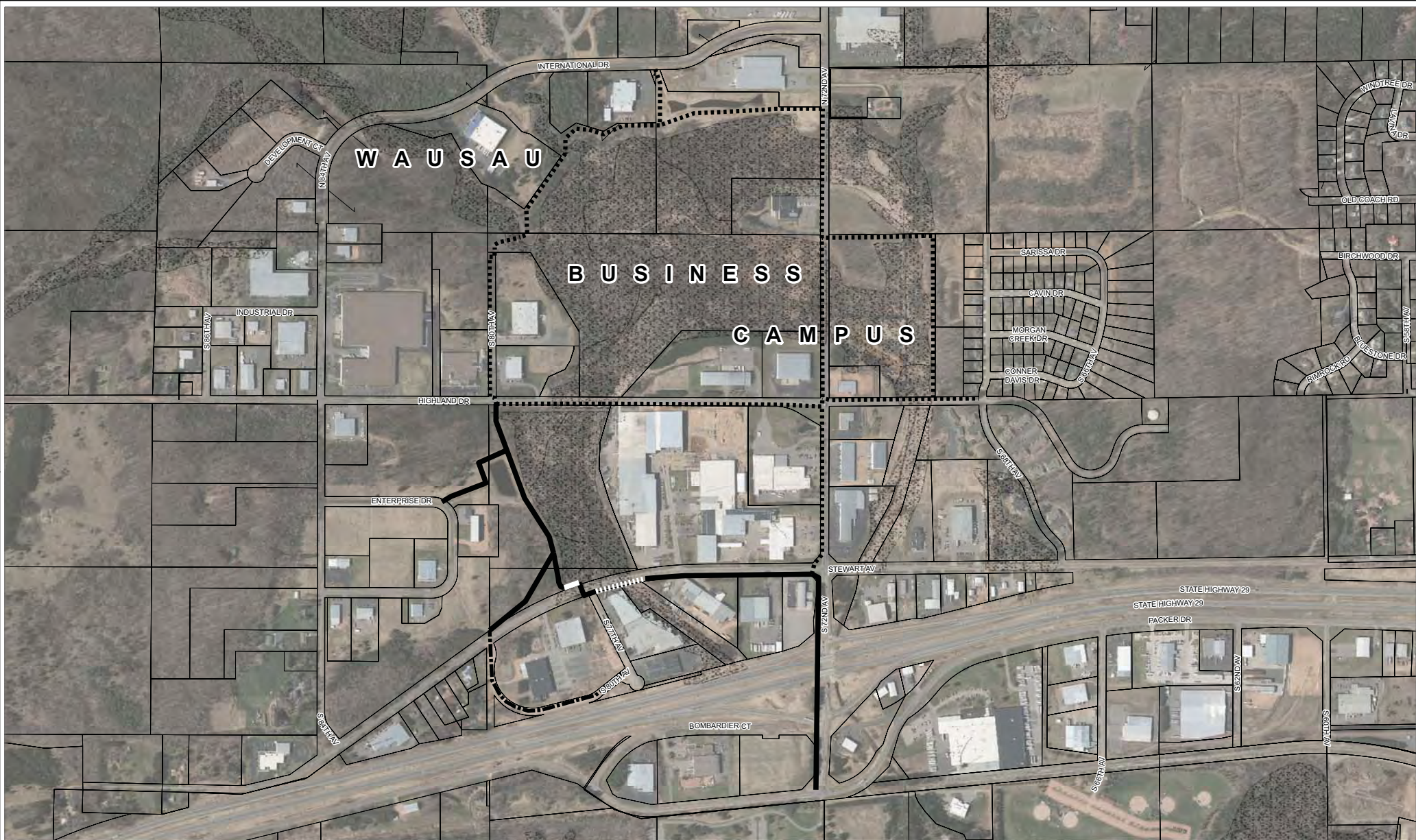
Safety

- Describe how the proposed project makes transportation facilities safer and less intimidating for non-motorists. *The path would be separated from the roadway so there would be minimal conflicts with motorized vehicles once a person is on the path. This would provide a suitable accommodation for users of all abilities. Currently, there are no sidewalks along 72nd Avenue or Stewart Avenue. There are also no dedicated bicycle accommodations on either street. The trail would be the start of a larger system that would make walking and biking viable options in the business campus.*

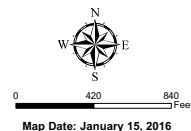
- If the proposed project location has undergone a walk or bike audit, provide any pertinent information regarding safety concerns revealed in that audit. *The proposed location has not undergone a formal audit, but the lack of bike and pedestrian accommodations affects the perception and reality of safely using alternative modes of transportation in this area.*

Miscellaneous

- What will make this project a success, especially as compared to other proposed projects of the same or similar type? *The proposed project essentially extends an existing regional bicycle route, and takes it through an area with a large daytime population of people. This area does not currently have adequate bicycle or pedestrian accommodations, even though a number of people walk and bike to/from their places of employment. The City has planned to develop a trail system in the business campus, but it has not gotten off the ground due to the rather large price tag of developing the system. The TAP funding for the proposed segment would provide a catalyst for other segments of the trail. The project would also be very useful as a stand-alone project because it connects the northern and southern areas of the business campus together using the Highway 29 underpass (72nd Avenue). This segment would also provide a connection to Sunny Vale Park which would be particularly beneficial to the residential area east of the business campus; they currently cannot access the park by bicycle or on foot.*



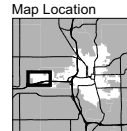
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 3. MAP FEATURES DEVELOPED FROM AERIAL PHOTOGRAPHY.
 4. AERIAL PHOTO SHOWN HEREON FLOREN SPRING, 2015.



WAUSAU BUSINESS CAMPUS TRAIL

CITY OF WAUSAU
 Marathon County, Wisconsin

| Legend | |
|--------|--|
| | 6425' - Proposed 10ft wide Asphalt Trail |
| | 400' - Proposed Elevated Boardwalk |
| | 125' - Proposed Wetland Boardwalk |
| | Existing Multi-use Trail |
| | Future Campus Trail Network |
| | Parcel Boundary |
| | Wetlands As Determined by the WDNR |



Application for WisDOT 2016-2020 Transportation Alternatives Program (TAP)

Village of Weston, Marathon County

SW Neighborhood Multi-Use Path (Shorey, Alderson, Howland)

2. Narrative Response for Bicycle and Pedestrian Projects:

Location, Length, Width, Surface Materials, Connection to Existing or Planned Facilities:

The project corridor is located in the Village of Weston, Marathon County. The corridor was selected to complement the existing CTH X path as well as the planned reconstruction of Birch St. and the existing connection to the STH 29 Pedestrian Bridge. The project corridor starts at the intersection of CTH X and Shorey Ave. The path would then travel westward along Shorey Ave to Alderson St. At Alderson St. the path will continue south to Howland Avenue. At Howland, the path will then head east to CTH X. The total project length is 8,450 ft (1.6 miles).

The standard width of the path would be 10 feet on an asphalt surface. If wetlands are present a 12-foot wide boardwalk would be utilized. In this area, there is an existing 10-foot asphalt path along CTH X. The proposed path would connect to that existing path at both Shorey Ave and Howland Ave. The CTH X path extends from Howland Ave on the south to Westview Blvd on the north. At Weston Ave, there are additional paths and sidewalks that go west to Birch St. At Birch St. there is an existing Multi-Use Path that connects to the Pedestrian Bridge over STH 29.

The Village is planning to reconstruct Birch St between Shorey Ave and Weston Ave to provide bicycle and pedestrian facilities, as well as update utilities and improve street conditions. When that path is completed, there would be a direct route between the STH 29 Pedestrian Bridge and the proposed path. The intent is that these projects would be completed around the same time (in the next 3-5 years).

New or Replacement trips expected and from which modes i.e. biking or walking?

It is estimated that 20,000 total trips would be expected every year. It is likely that these

trips would be split halfway between biking and walking.

How much of the new or replacement use is for work or other utilitarian trips?

The paths, along with the other existing and planned paths in the area would be used to get to local parks, the YMCA, the St. Clare's Hospital Complex as well as the commercial/retail area around the St. Clare's Hospital Complex which currently includes Sr. Housing, medical offices, general office buildings, banks and restaurants. There is the prospective development at the northeast corner of CTH X and Weston Avenue that would become a large commercial area. This area would provide many job opportunities as well as consumer trips. This would likely be 5,000 trips a year with the other trips being for physical fitness.

How many auto trips will be eliminated?

It is likely that about 200 trips per day would be eliminated based on existing vehicle counts. The trips would likely be seasonal as well, but even in winter it would be reasonable to expect that 50-100 trips would be eliminated.

What is the average trip distance of auto trips that will be eliminated?

The YMCA and the St. Clare's area are the two biggest draws in the area, thus the average trip would be in the 1 – 2.5-mile range.

3. Timeline, Connectivity, Safety, Miscellaneous

How will the project sponsor ensure that the project is implemented on time?

As soon as the Village would receive a contract from the state, the Village would begin the consultant selection process and have the design team in place as soon as possible. The Village knows how important it is to get these project completed promptly as the Village lost funding previously while requesting a scope change for this exact project. There is a desire for that to not happen again.

There are not any apparent obstacles at this time. As mentioned above, the Village is motivated to complete this project as soon as possible as it is the route the Village was

requesting a scope change for in 2014.

Connectivity to the state's multi-modal transportation network:

The proposed path would provide two connections to the existing path along CTH X. CTH X is part of the Marathon County Bicycle Network. In addition to that connection, the planned improvements along Birch St. would provide additional connectivity to the STH 29 Pedestrian Bridge and further options to commute to the Mountain Bay State Trail.

Project is within ½ mile of any of the listed utilizes:

The residential properties and nearby commercial areas listed previously are all within the ½ to 1 mile range.

Improve transportation facilities to be safer and less intimidating for non-motorists:

Currently the three street segments that the path would be adjacent to are all rural section streets with little to no shoulder and in areas have very steep ditches. Instead of walking off of the pavement, pedestrians are forced to walk in the travel lanes which becomes problematic as vehicles are passing by. In the winter and early spring this becomes a much larger problem as it is not easy for pedestrians to walk anywhere but on the paved areas. The proposed facilities would provide a facility strictly for pedestrians and bicyclists which is much less intimidating than having to walk or bike in live traffic. This is especially important for families that are trying to walk or bike to the park with little children.

What will make this project a success?

This project is one that is truly needed. As mentioned before, this is a project that the Village wanted to complete earlier, but was unable to reallocate previous funds for and thus, funding was lost. This is a project that is truly needed. The residents in this area are confined to their small subdivisions as traversing the connector streets on foot or by bike is a daunting task for many. This is a necessary project to provide a safe alternative for those individuals that wish to not drive a car, or are unable to due to age, disability, etc.



Pedestrian Bridge
Crossing State
Highway 29

Southwest Multi-Use Path

Map Created: January 28, 2016

Created by the
Technology Services Dept.



0 625 1,250 2,500 Feet

Legend

- Existing Multi-Use Path
- Proposed Project Path
- Municipal Boundary

29

H

St. Clares
Hospital Campus

VON KANELS

ROTHSCHILD

NOSSEM

Cross Pointe
Corporate Park

ROTHSCHILD

WESTON

BIRCH ST

CTHX

Sandhill
Meadows
Park

X

SHOREY AV

ALDERSON ST

Aspirus YMCA



HOWLAND AV



TAP Grant Applications 2016

Please review the applications. We will discuss and score the projects during the MPO Commission meeting.

| Goal | Example | Measure | Scoring | Rib Mountain | | Weston | | Wausau | | |
|-----------------------|--|--|---------------------|---------------|----------|-----------------|----------|---------------|----------|-----------------|
| | | | | Trillium Path | Score | SW neighborhood | Score | Stettin Drive | Score | Business Campus |
| Regional Significance | Project connects existing bike/ped infrastructure and is identified as important to the overall network. | Y/N | Y = 2, N = 0 | | | | | | | |
| Bike Plan | Identified in MPO Bike/Ped plan | Y/N | Y = 1, N = 0 | | | | | | | |
| Local Plan | Identified in a local plan. | Y/N | Y = 1, N = 0 | | | | | | | |
| ROW issues | ROW must be acquired. | High, Medium, Low | H = 1, M = 2, L = 3 | | | | | | | |
| Facility Usage | Recreational or transportation. | Transportation utility ranks high, recreational utility ranks lower. | T = 3, M = 2, R = 1 | | | | | | | |
| Safety mitigation | Provide a safer alternative. Reduce dangerous crossings. | Y/N | Y = 1, N = 0 | | | | | | | |
| Safety concern | Project presents potential safety concerns. | Y/N | Y = 0, N = 1 | | | | | | | |
| Access | Increases access to existing infrastructure. | Y/N | Y = 1, N = 0 | | | | | | | |
| Other Issues | Any other concerns. | | | | | | | | | |
| Total: | | | 12 | | 0 | | 0 | | 0 | 0 |

Project Cost \$ 708,000.00 \$ 688,062.59 \$ 495,900.00 \$ 674,000.00