

**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**

**AUGUST 16, 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:** *Allan Opall – Chair, George Peterson – Vice Chair, Kurt Kluck, Betty Hoenisch, Steve Hagman, Robert Mielke, 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 May 10, 2016 Meeting
4. Camp Phillips Centre – Dan Guild, Weston
5. 2017 Unified Planning Work Program (UPWP) Projects
  - A. Americans With Disabilities Act (ADA) Compliance Tool Kit
6. 2017-2020 Transportation Improvement Program (TIP) Projects
7. 2050 Long Range Transportation Plan Update
8. Wausau Urban Area Sewer Service Plan Update
9. Next Meeting – September 13, 2016
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

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: 8-5-16 11:27 AM  
FAXED BY/DATE/TIME \_\_\_\_\_

NOTICE POSTED AT COURTHOUSE:  
By: County Clerk  
Date: \_\_\_\_\_  
Time: \_\_\_\_\_ a.m./p.m.

## MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

### Minutes May 10, 2016

**Commissioners:** Milt Olson, Brad Lenz (for Mielke), Gaylene Rhoden (for Opall), Randy Fifrick (for Voll), Keith Donner (for Ermeling), Mark Thuot (for Hoehn), Jeff Gates (for Jacobson), Tom Mullaley (for Hoenisch), Raynard Zunker, Jim Griesbach (for Kluck), Dave Meurett (for Habeck)

**Absent:** George Peterson, Steve Hagman, Jeff Weisenberger, Jim Riehle

**TAC Members:** Dave Mack

**Others Present:** Andrew Lynch; Steve Kunst – Town of Rib Mountain; Joe Gehin, Connie Conrad– Becher-Hoppe; Sara Guild – Wausau Region Chamber/Marathon County Supervisor

#### 1. Introduction of New Commission Chairman – Allan Opall

Mack noted that Allan Opall has been appointed as chair and George Peterson as vice-chair. Mack also stated that Opall has informed him that he is not interested in being the commission's chair. The issue of how the chair and vice-chair is determined will be addressed when the by-laws are revised.

**MOTION / SECOND BY GRIESBACH / LENZ TO ELECT RHODEN TO CHAIR THE MEETING. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

#### 2. Call to Order

The presence of a quorum, the agenda being properly signed and posted, the meeting was called to order by Rhoden at 2:05 p.m. in Room 2, 212 River Drive, Wausau, Wisconsin.

#### 3. Welcome and Introductions

All were welcomed and introductions were made.

#### 4. Approve Minutes of the April 12, 2016 meeting

**Action: MOTION / SECOND BY GATES / FIFRICK TO APPROVE THE APRIL 12, 2016 MINUTES. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

#### 5. Traffic Modeling Update

**Discussion:** Background concerns with the traffic modeling were reviewed. These concerns have been discussed with WisDOT – it is an issue of traffic volumes as measured by road design (previous models) vs. Level of Service (current model). Bus. USH 51 in Rothschild and the STH 153 bridge in Mosinee were discussed. Causes of congestion were noted; the ability of roads to handle a large volume of traffic with signalization. Discussion noted:

- Mosinee remains unconvinced that Highway 153 from the roundabout west to 4<sup>th</sup> Street in the downtown will be able to handle the traffic volumes over the next 35 years
- Current issues appear to be the Bridge Street bridge (Wausau), CTH WW (Brokaw), Grand Avenue (Wausau), and the STH 153 roundabout (Mosinee)
- Funding sources for projects remain the same
- Projects must be identified in the Long Range Transportation Plan to be eligible for state and federal funding.

**Action:** NO ACTION NECESSARY, FOR INFORMATIONAL PURPOSES.

**Follow Through:** None needed at this time.

## MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

May 10, 2016

### 6. Transportation Improvement Program (TIP) Amendment

Discussion: The amendment to the 2016-2019 TIP was to add the signalization improvements at 6 intersections in the Town of Rib Mountain and included updates to Tables 1 and 2. The amendment was distributed in the meeting packet.

- Rib Mountain has received the grant award
- Project termini are Cloverland to Morning Glory and Oriole to Robin and included signal timing and left turn lanes
- Construction to be done in 2017 – Table 1 needs to be updated to reflect this correction
- Model to reflect no congestion.

Action: **MOTION / SECOND BY GRIESBACH / FIFRICK TO APPROVE THE AMENDMENT TO THE 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE SIGNALIZATION IMPROVEMENTS AT 6 INTERSECTIONS IN THE TOWN OF RIB MOUNTAIN MOVING CONSTRUCTION TO 2017. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Follow Through: This amendment will be forwarded to WisDOT as appropriate.

### 7. Next Meeting – June 14, 2016

Action: **CONSENSUS REACHED THAT THE NEXT MEETING WILL BE SCHEDULED FOR JUNE 14 AT 2:00 PM.**

Follow Through: This meeting will be scheduled.

### 8. Adjourn

Action: There being no further business to come before the members, **MOTION / SECOND BY LENZ / ZUCKER TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:25 PM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Submitted by:

Dave Mack, MPO Director

Marathon County

Conservation, Planning and Zoning

DM:ljs

May 18, 2016

## 2017 UNIFIED PLANNING WORK PROGRAM

### LIST OF POTENTIAL PROJECTS

#### 3220 - Long Range Planning

- a. MAP-21/FAST Act Compliance
- b. ADA Compliance
- c. Develop the 2017 Title VI Plan Update
- d. 2016 LRTP Implementation
- e. Environmental Consultation
- f. Freight Planning

#### 3230 - Short Range Planning

- a. Miscellaneous TIP related projects and short range studies
- b. Implement the Bicycle and Pedestrian Plan.
- c. State Highway Safety Planning
- d. Standardizing Operations and Maintenance issues
- e. Coordinate Performance Measures with WisDOT
- f. Environmental Justice Assessment

#### 3240 - Transit Planning

- a. Attend Wausau Area Transit Commission Meetings
- b. Implement the 2012 Transit Development Program (TDP)
- c. Develop the 2017-2021 Transit Development Program (TDP)
- d. Monitor area Paratransit and Elderly and Disabled transportation programs
- e. Implement elements of the Human Services Transportation Needs Assessment

#### 3250 - Transportation Improvement Program (TIP)

- a. Develop the 2018-2021 TIP
- b. Monitor TIP identified projects

#### 3260 - Transportation Administration and Public Relations

- a. Develop the 2018 Unified Planning Work Program
- b. Prepare all reports for WisDOT and FHWA
- c. Prepare for and attend MPO, County, and related meetings
- d. Prepare for quarterly MPO Directors meetings and semi-annual review meetings
- e. Attend workshop, conferences, and training sessions
- f. Provide public relations and assistance on MPO and other County related issues, i.e., comprehensive planning, and other planning/zoning activities as it relates to transportation in the Metro area.

# ADA Best Practices Tool Kit for State and Local Governments

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On December 5, 2006, February 27, 2007, May 7, 2007, and July 26, 2007, the Civil Rights Division of the U.S. Department of Justice issued installments of a new technical assistance document designed to assist state and local officials to improve compliance with Title II of the Americans with Disabilities Act (ADA) in their programs, services, activities, and facilities. The new technical assistance document, which will be released in several installments over the next ten months, is entitled “The ADA Best Practices Tool Kit for State and Local Governments.”

The Tool Kit is designed to teach state and local government officials how to identify and fix problems that prevent people with disabilities from gaining equal access to state and local government programs, services, and activities. It will also teach state and local officials how to conduct accessibility surveys of their buildings and facilities to identify and remove architectural barriers to access.

The first and second installments of the ADA Tool Kit, issued December 5, 2006, include:

[About This Tool Kit \(HTML\)](#) | [\(PDF\)](#)

[Chapter 1, ADA Basics: Statutes and Regulations \(HTML\)](#) | [\(PDF\)](#)

[Chapter 2, ADA Coordinator: Notice and Grievance Procedure \(HTML\)](#) | [\(PDF\)](#)

[Chapter 2, Addendum: Title II Checklist \(HTML\)](#) | [\(PDF\)](#)

The third and fourth installments, issued February 27, 2007, include:

[Chapter 3, General Effective Communication Requirements Under Title II of the ADA \(HTML\)](#) | [\(PDF\)](#)

[Chapter 3, Addendum: Title II Checklist \(HTML\)](#) | [\(PDF\)](#)

[Chapter 4, 9-1-1 and Emergency Communications Services \(HTML\)](#) | [\(PDF\)](#)

[Chapter 4, Addendum: Title II Checklist \(HTML\)](#) | [\(PDF\)](#)

The fifth and sixth installments, issued May 7, 2007, include:

[Chapter 5, Website Accessibility Under Title II of the ADA \(HTML\)](#) | [\(PDF\)](#)

[Chapter 5, Addendum: Title II Checklist \(HTML\)](#) | [\(PDF\)](#)

[Chapter 6, Curb Ramps and Pedestrian Crossings \(HTML\)](#) | [\(PDF\)](#)

[Chapter 6, Addendum: Title II Checklist \(HTML\)](#) | [\(PDF\)](#)

[Appendix 1, Survey Instructions: Curb Ramps \(HTML\)](#) | [\(PDF\)](#)

[Appendix 2, Survey Forms: Curb Ramps \(HTML\)](#) | [\(PDF\)](#)

The seventh installment of the Tool Kit, issued July 26, 2007, includes:

[Chapter 7, Emergency Management under Title II of the ADA \(HTML\)](#) | [\(PDF\)](#)

[Chapter 7, Addendum 1: Title II Checklist \(Emergency Management\) \(HTML\)](#) | [\(PDF\)](#)

[Chapter 7, Addendum 2: The ADA and Emergency Shelters: Access for All in Emergencies and Disasters \(HTML\)](#) | [\(PDF\)](#)

[Chapter 7, Addendum 3: ADA Checklist for Emergency Shelters \(HTML\)](#) | [\(PDF\)](#)

[Introduction to Appendices 1 and 2 \(HTML\)](#) | [\(PDF\)](#)

While state and local governments are not required to use the ADA Best Practices Tool Kit, the Department encourages its use as one effective means of complying with the requirements of Title II of the ADA.

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Last updated: September 14, 2009

## ADA Best Practices Tool Kit for State and Local Governments

# About This Tool Kit

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*Give a person a fish, and you provide food for a day. Teach a person to fish, and you provide food for a lifetime.*

*-- Chinese Proverb*

During the past five years, the Civil Rights Division of the United States Department of Justice has worked with communities across the United States to improve access to state and local government for over 3 million people with disabilities.

We found that, despite good intentions, many communities did not have the knowledge or skills needed to identify barriers to access in their programs, activities, services, and facilities. They did not know how to survey buildings to identify physical barriers. They did not know how to review programs and policies for compliance with the Americans with Disabilities Act (“ADA”). They asked us to help fill their knowledge gap.

The Civil Rights Division is assembling this Tool Kit to help communities better understand the issues involved in providing equal access for people with disabilities. We encourage state and local government officials to use this Tool Kit to learn:

- how to survey facilities and identify common architectural barriers for people with disabilities;
- how to identify red flags indicating that their programs, services, activities, and facilities may have common ADA compliance problems; and
- how to remove the barriers and fix common ADA compliance problems they identify.

Are state and local governments required to use this Tool Kit? No. But they are required to comply with the requirements of Title II of the ADA, which prohibits state and local governments from discriminating on the basis of disability. This Tool Kit will provide a reasonable approach to help communities achieve compliance.

The Tool Kit will be released in installments to help state and local officials begin to set up an “accessibility audit.” This first two installments of the Tool Kit include:

- [Chapter 1, ADA Basics \(HTML\)](#) | [PDF](#): Statute and Regulations.
- [Chapter 2, ADA Coordinator, Notice & Grievance Procedure \(HTML\)](#) | [PDF](#): Administrative Requirements Under Title II of the ADA. Chapter 2 includes a [checklist](#) that will help state and local officials determine if their governments are in compliance with basic ADA administrative requirements. It also includes a sample “ADA Notice” and a sample “ADA Grievance Policy” that state and local officials can use to comply with basic ADA administrative requirements.
- [Chapter 3, General Effective Communication Requirements Under Title II of the ADA \(HTML\)](#) | [PDF](#): Chapter 3 explains what it means for communication to be “effective,” which auxiliary aids and services can

potentially provide effective communication, and when those auxiliary aids and services must be provided. It also includes a [checklist \(PDF\)](#) to help state and local officials assess compliance with the ADA's general effective communication requirements.

- [Chapter 4, 9-1-1 and Emergency Communications Services \(HTML\)](#) | [PDF](#): Chapter 4 explains how the ADA's effective communication requirements apply to 9-1-1 and emergency communications services. The chapter also includes a [checklist \(PDF\)](#) that state and local officials can use to identify common problems with the accessibility of their 9-1-1 and emergency communications services.
- [Chapter 5, Website Accessibility \(HTML\)](#) | [PDF](#): Chapter 5 explains how Title II of the ADA applies to state and local government websites, describes technologies people with disabilities use to access the Internet, discusses website design practices that pose barriers to people with disabilities, and identifies solutions that can eliminate these online barriers. The Chapter also includes a [checklist \(PDF\)](#) that can be used by state and local governments to review their website policies and assess the accessibility of their websites.
- [Chapter 6, Curb Ramps and Pedestrian Crossings \(HTML\)](#) | [PDF](#): Chapter 6 explains Title II's requirements for providing curb ramps at pedestrian crossings, lists some key characteristics of accessible curb ramps, and discusses where and when state and local governments must provide accessible curb ramps. The Chapter outlines the steps you can take to ensure that your state or local government is complying with Title II's requirements for accessible curb ramps and includes a [checklist \(PDF\)](#) your entity can use to assess your compliance. The next installment of the Tool Kit will include a survey form and survey instructions you can use to determine if curb ramps are accessible.

Watch for future installments of the Tool Kit, which will further guide communities in understanding how to review the accessibility of state and local government programs, services, and activities, and how to survey buildings and facilities to identify barriers to access for people with disabilities.

Note: This Tool Kit provides an overview of ADA compliance issues for state and local governments. While comprehensive, it does not address every possible ADA compliance issue. The Tool Kit should be considered a helpful supplement to – not a replacement for – the regulations and technical assistance materials that provide more extensive discussions of ADA requirements. It also does not replace the professional advice or guidance that an architect or attorney knowledgeable in ADA requirements can provide.

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## [ADA Tool Kit for State and Local Governments](#)





## Conservation, Planning and Zoning Department

210 River Drive • Wausau, Wisconsin 54403-5449

Phone: 715-261-6000 • Fax: 715-261-6016

Within Marathon County: 1-800-236-0153

cpz@co.marathon.wi.us • www.co.marathon.wi.us

**SENT VIA E-MAIL ONLY**

July 22, 2016

Marathon County Metropolitan Planning Commissioners  
MPO TAC Members

### **TRANSPORTATION IMPROVEMENTS PROGRAM (TIP) 2017-2020 AND 2017 UNIFIED PLANNING WORK PROGRAM (UPWP)**

The time has come to update the Transportation Improvement Program (TIP), making any amendments to the year 2017 program and adding projects for years 2018, 2019 and 2020.

Locally funded projects that have "area wide significance" and are scheduled for work during the 2017-2020 time frame should also be listed in the TIP. If your community has any projects that should be included in the TIP for years 2017 to 2020 you should submit them to me by **August 12, 2016**. To assist you in compiling your submittal, please review last year's [TIP](#) for your community's projects; submit your community's 2017-2020 projects to me electronically using the attached Excel file.

Please keep in mind that one requirement for the development of the TIP is fiscal constraint. This means that no project may be added without reasonable expectation of funding from a specified source, whether it is federal, state or local funds.

Also, please begin thinking about projects the MPO staff could be working on in 2017. We are beginning to prepare the 2017 Unified Planning Work Program as well, and welcome your input regarding our work projects.

I appreciate your serious consideration and timely attention on these matters. If you have any questions or concerns, please contact me by phone at (715) 261-6043 or by email at [dave.mack@co.marathon.wi.us](mailto:dave.mack@co.marathon.wi.us).

David Mack  
Wausau MPO Director  
DTM:ljs  
Enclosure

## Long Range Transportation Plan (LRTP) 2016 Update Time Frame

- |    |                                    |   |
|----|------------------------------------|---|
| 1. | Remaining Draft Chapters Completed | August 2016                                   |
| 2. | Draft Document Available           | Sept. 2, 2016                                 |
| 3. | Public Comment Period              | Sept. 2 <sup>nd</sup> – Oct. 11 <sup>th</sup> |
| 4. | Review Draft Document              | Sept. 13 <sup>th</sup> MPO Meeting            |
| 5. | Plan Adoption                      | Oct. 11 <sup>th</sup> MPO Meeting             |

# Chapter 4 – Transportation Systems

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## **ROADWAYS**

The Wausau Metropolitan area consists primarily of a grid pattern street system that is altered by the area's waterways and lakes. There are relatively few curvilinear streets and cul-de-sacs except where required due to topography. Within Marathon County, there are eight bridges that cross the Wisconsin River, which divides the County between east and west. Seven of these crossings are within the Wausau Metropolitan Planning Area (MPA), three of which are within the City of Wausau. The Wausau urbanized area is connected to the surrounding rural areas by a system of State and County highways. I-39/USH 51 provides the primary north south route through the County. I 39/USH 51 and Bus USH 51 are the only US highways through the Wausau MPA. STH 29 is a mixed freeway/expressway facility that runs west to I-94 near Eau Claire and east to Green Bay. These two highways are the main routes through the MPA and provide the main regional connection to other large urbanized areas. Most major traffic generators in Marathon County are located within the Wausau metropolitan area, although there is a significant amount of through-traffic. Much of the remainder of the County consists of rural agricultural lands and small villages generally served by two-lane State and County highways and local roadways.

### **Functional Classification**

Roads are commonly classified in two ways: by ownership and by purpose. Jurisdiction refers to ownership of a particular road, while functional classification identifies the purpose of the road. A functionally classified road system is one in which streets and highways are grouped into classes according to the character of service they provide, ranging from a high degree of travel mobility to primarily a land access function. At the upper limit of the system (e.g., principal arterials) are those facilities that emphasize traffic mobility (long, uninterrupted travel), whereas facilities at the lower limits (e.g., local streets) are designed for land access.

### **Urban Functional Classification**

The WisDOT functional classification process of urban streets and highways organizes routes according to the character of service provided, ranging from travel mobility to land access. The functional class system also sub-classifies routes by facility type and by their rural relationship (connecting links of the rural functional class system). Urban functions are as follows:

Urban Principal Arterials – Principal arterials serve major economic activity centers of an urban area, the highest Average Daily Traffic (ADT) corridors, and regional and intra-urban trip length desires. In every urban area, the longest trip lengths and highest ADT volumes are characteristic of the main entrance and exit routes. Because they have the longest trip lengths, 4-2 highest volumes, and are generally extensions of the highest rural functional routes, such routes should be principal arterials.

**Urban Minor Arterials** – Urban minor arterials serve important economic activity centers, have moderate ADT volumes, and serve intercommunity trip length desires interconnecting and augmenting the principal arterial system. Trip lengths are characteristic of the rural-oriented traffic entering and exiting the urban area on the rural collector system. In conjunction with principal arterials, minor arterials should provide an urban extension of the rural collector system to the urban area Central Business District (CBD) and connect satellite community CBDs with the main CBD.

**Urban Collectors** – Collectors provide direct access to residential neighborhoods, commercial, and industrial areas, and serve moderate to low ADT volumes and inter-neighborhood trips. As the name implies, these routes collect and distribute traffic between local streets and arterials. In the CBD and areas of similar development and traffic density, the collector system may include the street grid, which forms the logical entity for traffic circulation. Generally, the travel mobility and land access functions of collectors are equal.

**Urban Local Streets** – Urban local streets predominantly serve to access adjacent land uses. They serve the ends of most trips. All streets not classified as arterials or collectors are local function streets.

### **Rural Functional Classification**

Rural areas are the places in the state located outside of urban and urbanized areas. Roads and highways in these places are classified under the rural functional classification system. Rural highways are classified into the following functional types:

**Rural Principal Arterials** – Principal arterials serve corridor movements having trip length and travel density characteristics of an interstate or interregional nature. These routes generally connect urbanized areas and urban areas.

**Rural Minor Arterials** – Minor arterials, in conjunction with principal arterials, serve moderate to large-sized places (cities, villages, towns, and clusters of communities), and other traffic generators providing intra-regional and inter-area traffic movements.

**Rural Major Collectors** – Major collectors provide service to smaller-to moderate sized places and other intra-area traffic generators, and link those generators to nearby larger population centers (cities, villages, and towns) or higher function routes.

**Rural Minor Collectors** – Minor collectors provide service to all remaining smaller places, link the locally important traffic generators with their rural hinterland, and are spaced consistent with population density so as to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.

**Rural Local Roads** – Local roads provide access to adjacent land and provide for travel over relatively short distances on an inter-township or intra-township basis. All rural roads not classified as arterials or collectors will be local function roads.

## Roadway Jurisdiction and Functional Classification by Municipality

The Functional Classification map on the following page illustrates the Wausau MPO's functional classification system. The linear miles of roadway by jurisdiction is important in assessing maintenance and reconstruction costs. Similarly, the functional classification associated with roadways relates to the standards to which those roadways are constructed and the associated costs. The table below indicates linear roadway mileage by functional classification and County and local jurisdiction for each municipality within the Wausau MPA.

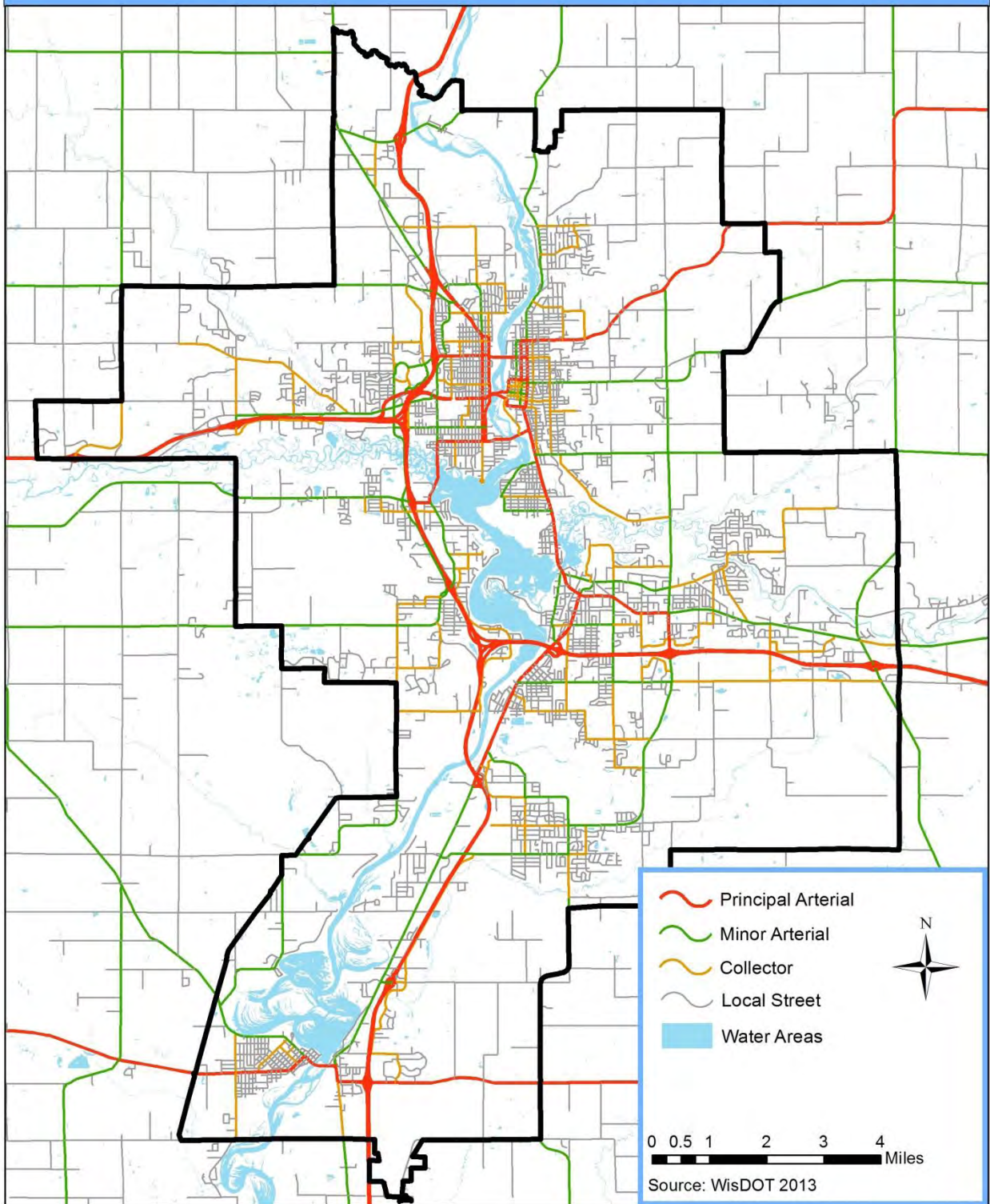
	County Jurisdiction				Municipal Jurisdiction			
	Arterial	Collector	Local		Arterial	Collector	Local	Total
Town of Bergen		11.86				2.9	22.96	25.86
Town of Maine	0.74	16.39				11.94	62.5	74.44
Town of Mosinee		16.57	1.43			3.25	44.71	47.96
Town of Rib Mountain	7.36	5.83			2.71	11.46	57.17	71.34
Town of Stettin		11.94			0.58	9.64	61.29	71.51
Town of Texas	0.29	20.8				12.52	45.25	57.77
Town of Wausau	1.9	12.47				3.24	53.02	56.26
Town of Weston	2.85	3.35				3.05	12.46	15.51
Village of Kronenwetter	2.6	5.81			6.13	6.84	90.01	102.98
Village of Rothschild	0.9	0.65			4.13	5.17	30.88	40.18
Village of Weston	6.25	0.68			9.04	18.71	88.63	116.38
City of Mosinee					3.13	4.36	34.35	41.84
City of Schofield	0.11				2.15	1.73	12.14	16.02
City of Wausau	1.95				23.89	28.33	159.74	211.96
Marathon County Total	24.95	106.35	1.43					

## System Traffic Volumes

Average Annual Daily Traffic (AADT) volumes for the Wausau MPA were obtained from WisDOT for 2016, the most recent year available for this project.

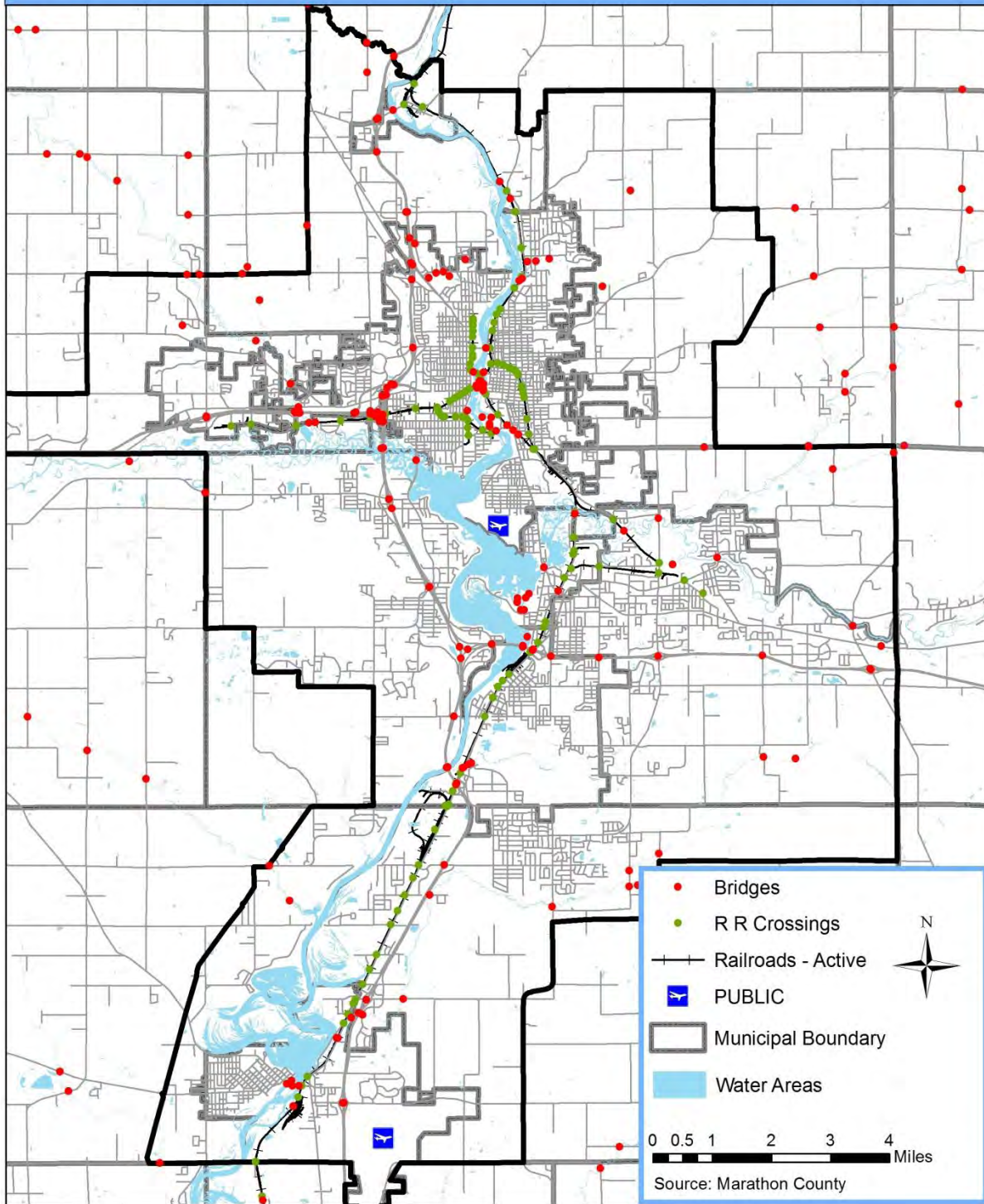
In the Wausau urbanized area, the freeways and principal arterials carry the highest traffic volumes. The highest observed traffic volumes in the metro area are along the section of freeway between the STH 29 and USH 51 merge and the County Highway N exit. Traffic volumes along this segment averaged about 60,400 vehicles per day in 2016.

# Functional Classification





# Roadway Infrastructure



# ROADWAY INFRASTRUCTURE

## Through-Traffic Lanes

The majority of the roads within the MPA, whether local or county, are two-lane roads with traffic flowing in both directions. State Highways are primarily two and four-lane roads, however, some highway sections of USH 51/STH 29 are six lanes wide. Downtown Wausau also contains sections of three-lane, one-way roads.

## Bridges

The Roadway Infrastructure map also illustrates structures (e.g. bridges), and railroad crossings within the MPA. The newest bridges are the CTH R Bridge which parallels the west side of USH 51/STH 29, and the McCleary Bridge which crosses the Wisconsin River connecting the Town of Rib Mountain to the City of Wausau.

## Railroad Crossings

At-grade railroad crossings present safety concerns. As the number of trains and/or the amount of road traffic increases, safety concerns increase due to greater exposure. The WisDOT's Bureau of Transit, Local Roads, Railroads & Harbors have looked at criteria for determining what types of warning devices should be at crossings or if crossings should be grade-separated. The factors considered in the past have included:

- Number and speed of trains per day,
- Amount of vehicle traffic,
- Number of lanes of traffic,
- Speed of traffic,
- Amount of commercial traffic and school buses,
- Sight distances, and
- Accident history

There are over 140 at-grade railroad crossings in the MPA.

## Traffic Capacity Deficiency

The traffic capacity deficiency analysis utilizes a numeric Level of Service (LOS) value and a Level of Service threshold as described in the WisDOT Facilities Development Manual (FDM) to determine roadway deficiency. This more complex method incorporates an adjusted traffic forecast value, an operationally sensitive roadway capacity and a sliding deficiency determination based on the importance of the roadway within the overall transportation system. The detailed analysis of the travel deficiency in the Wausau MPA is found in Chapter 5.

## Pavement Conditions

WisDOT requires all incorporated communities to prepare a Pavement Management Plan (PMP) using a pavement rating system for their local roads. A pavement rating system is an essential tool for identifying roadway maintenance priorities. The Pavement Surface Evaluation Rating system (PASER) is the system used most by Wisconsin communities and is a simplified management program for evaluations of surface pavement conditions. PASER rates road



surfaces on a scale ranging from 1 to 10; 1 being the worse (i.e. failed) and 10 being the best (i.e. new construction).

The rating system provides an assessment of the appropriate maintenance method for local and county roads and Map (to be added) illustrates the pavement surface ratings provided from the WISLR database for roads within the Wausau MPA. WisDOT does not include pavement condition data for State highways in the WISLR database.

Maintaining current and accurate pavement condition data helps municipalities schedule roadway improvements and budget for future funding needs.

DRAFT

# METRO RIDE BUS ROUTES

Effective January 1, 2015

### A Grand Avenue / Health Care Center

Monday - Friday Schedule

South from downtown		North to downtown	
Transit Center	Grand Ave. Health Care Center	Transit Center	Health Care Center
7:00 AM	7:07 AM	7:15 AM	7:22 AM
7:30 AM	7:37 AM	7:45 AM	7:52 AM
8:00 AM	8:07 AM	8:15 AM	8:22 AM
8:30 AM	8:37 AM	8:45 AM	8:52 AM
9:00 AM	9:07 AM	9:15 AM	9:22 AM
9:30 AM	9:37 AM	9:45 AM	9:52 AM
10:00 AM	10:07 AM	10:15 AM	10:22 AM
10:30 AM	10:37 AM	10:45 AM	10:52 AM
11:00 AM	11:07 AM	11:15 AM	11:22 AM
11:30 AM	11:37 AM	11:45 AM	11:52 AM
12:00 PM	12:07 PM	12:15 PM	12:22 PM
12:30 PM	12:37 PM	12:45 PM	12:52 PM
1:00 PM	1:07 PM	1:15 PM	1:22 PM
1:30 PM	1:37 PM	1:45 PM	1:52 PM
2:00 PM	2:07 PM	2:15 PM	2:22 PM
2:30 PM	2:37 PM	2:45 PM	2:52 PM
3:00 PM	3:07 PM	3:15 PM	3:22 PM
3:30 PM	3:37 PM	3:45 PM	3:52 PM
4:00 PM	4:07 PM	4:15 PM	4:22 PM
4:30 PM	4:37 PM	4:45 PM	4:52 PM
5:00 PM	5:07 PM	5:15 PM	5:22 PM
5:30 PM	5:37 PM	5:45 PM	5:52 PM
6:00 PM	6:07 PM	6:15 PM	6:22 PM

### B North 1st Avenue / NTC

Monday - Friday Schedule

North from downtown		South to downtown	
Transit Center	North 1st Ave. NTC	Transit Center	North 1st Ave. NTC
7:00 AM	7:07 AM	7:15 AM	7:22 AM
7:30 AM	7:37 AM	7:45 AM	7:52 AM
8:00 AM	8:07 AM	8:15 AM	8:22 AM
8:30 AM	8:37 AM	8:45 AM	8:52 AM
9:00 AM	9:07 AM	9:15 AM	9:22 AM
9:30 AM	9:37 AM	9:45 AM	9:52 AM
10:00 AM	10:07 AM	10:15 AM	10:22 AM
10:30 AM	10:37 AM	10:45 AM	10:52 AM
11:00 AM	11:07 AM	11:15 AM	11:22 AM
11:30 AM	11:37 AM	11:45 AM	11:52 AM
12:00 PM	12:07 PM	12:15 PM	12:22 PM
12:30 PM	12:37 PM	12:45 PM	12:52 PM
1:00 PM	1:07 PM	1:15 PM	1:22 PM
1:30 PM	1:37 PM	1:45 PM	1:52 PM
2:00 PM	2:07 PM	2:15 PM	2:22 PM
2:30 PM	2:37 PM	2:45 PM	2:52 PM
3:00 PM	3:07 PM	3:15 PM	3:22 PM
3:30 PM	3:37 PM	3:45 PM	3:52 PM
4:00 PM	4:07 PM	4:15 PM	4:22 PM
4:30 PM	4:37 PM	4:45 PM	4:52 PM
5:00 PM	5:07 PM	5:15 PM	5:22 PM
5:30 PM	5:37 PM	5:45 PM	5:52 PM
6:00 PM	6:07 PM	6:15 PM	6:22 PM

### D Bridge Street / West High School

Monday - Friday Schedule

North from downtown		South to downtown	
Transit Center	Bridge St. West High School	Transit Center	Bridge St. West High School
7:00 AM	7:07 AM	7:15 AM	7:22 AM
7:30 AM	7:37 AM	7:45 AM	7:52 AM
8:00 AM	8:07 AM	8:15 AM	8:22 AM
8:30 AM	8:37 AM	8:45 AM	8:52 AM
9:00 AM	9:07 AM	9:15 AM	9:22 AM
9:30 AM	9:37 AM	9:45 AM	9:52 AM
10:00 AM	10:07 AM	10:15 AM	10:22 AM
10:30 AM	10:37 AM	10:45 AM	10:52 AM
11:00 AM	11:07 AM	11:15 AM	11:22 AM
11:30 AM	11:37 AM	11:45 AM	11:52 AM
12:00 PM	12:07 PM	12:15 PM	12:22 PM
12:30 PM	12:37 PM	12:45 PM	12:52 PM
1:00 PM	1:07 PM	1:15 PM	1:22 PM
1:30 PM	1:37 PM	1:45 PM	1:52 PM
2:00 PM	2:07 PM	2:15 PM	2:22 PM
2:30 PM	2:37 PM	2:45 PM	2:52 PM
3:00 PM	3:07 PM	3:15 PM	3:22 PM
3:30 PM	3:37 PM	3:45 PM	3:52 PM
4:00 PM	4:07 PM	4:15 PM	4:22 PM
4:30 PM	4:37 PM	4:45 PM	4:52 PM
5:00 PM	5:07 PM	5:15 PM	5:22 PM
5:30 PM	5:37 PM	5:45 PM	5:52 PM
6:00 PM	6:07 PM	6:15 PM	6:22 PM

### H North 8th Street / Riverview

Monday - Friday Schedule

South from downtown		North to downtown	
Transit Center	North 8th St. Riverview	Transit Center	North 8th St. Riverview
7:00 AM	7:07 AM	7:15 AM	7:22 AM
7:30 AM	7:37 AM	7:45 AM	7:52 AM
8:00 AM	8:07 AM	8:15 AM	8:22 AM
8:30 AM	8:37 AM	8:45 AM	8:52 AM
9:00 AM	9:07 AM	9:15 AM	9:22 AM
9:30 AM	9:37 AM	9:45 AM	9:52 AM
10:00 AM	10:07 AM	10:15 AM	10:22 AM
10:30 AM	10:37 AM	10:45 AM	10:52 AM
11:00 AM	11:07 AM	11:15 AM	11:22 AM
11:30 AM	11:37 AM	11:45 AM	11:52 AM
12:00 PM	12:07 PM	12:15 PM	12:22 PM
12:30 PM	12:37 PM	12:45 PM	12:52 PM
1:00 PM	1:07 PM	1:15 PM	1:22 PM
1:30 PM	1:37 PM	1:45 PM	1:52 PM
2:00 PM	2:07 PM	2:15 PM	2:22 PM
2:30 PM	2:37 PM	2:45 PM	2:52 PM
3:00 PM	3:07 PM	3:15 PM	3:22 PM
3:30 PM	3:37 PM	3:45 PM	3:52 PM
4:00 PM	4:07 PM	4:15 PM	4:22 PM
4:30 PM	4:37 PM	4:45 PM	4:52 PM
5:00 PM	5:07 PM	5:15 PM	5:22 PM
5:30 PM	5:37 PM	5:45 PM	5:52 PM
6:00 PM	6:07 PM	6:15 PM	6:22 PM

### G Sherman Street / Shopko

Monday - Friday Schedule

West from downtown		East to downtown	
Transit Center	Sherman St. Shopko	Transit Center	Sherman St. Shopko
6:37 AM	6:45 AM	6:52 AM	7:00 AM
7:00 AM	7:07 AM	7:15 AM	7:22 AM
7:30 AM	7:37 AM	7:45 AM	7:52 AM
8:00 AM	8:07 AM	8:15 AM	8:22 AM
8:30 AM	8:37 AM	8:45 AM	8:52 AM
9:00 AM	9:07 AM	9:15 AM	9:22 AM
9:30 AM	9:37 AM	9:45 AM	9:52 AM
10:00 AM	10:07 AM	10:15 AM	10:22 AM
10:30 AM	10:37 AM	10:45 AM	10:52 AM
11:00 AM	11:07 AM	11:15 AM	11:22 AM
11:30 AM	11:37 AM	11:45 AM	11:52 AM
12:00 PM	12:07 PM	12:15 PM	12:22 PM
12:30 PM	12:37 PM	12:45 PM	12:52 PM
1:00 PM	1:07 PM	1:15 PM	1:22 PM
1:30 PM	1:37 PM	1:45 PM	1:52 PM
2:00 PM	2:07 PM	2:15 PM	2:22 PM
2:30 PM	2:37 PM	2:45 PM	2:52 PM
3:00 PM	3:07 PM	3:15 PM	3:22 PM
3:30 PM	3:37 PM	3:45 PM	3:52 PM
4:00 PM	4:07 PM	4:15 PM	4:22 PM
4:30 PM	4:37 PM	4:45 PM	4:52 PM
5:00 PM	5:07 PM	5:15 PM	5:22 PM
5:30 PM	5:37 PM	5:45 PM	5:52 PM
6:00 PM	6:07 PM	6:15 PM	6:22 PM

### I Stewart Avenue / Aspirus Hospital

Monday - Friday Schedule

West from downtown		East to downtown	
Transit Center	Stewart Ave. Aspirus Hospital	Transit Center	Stewart Ave. Aspirus Hospital
7:00 AM	7:07 AM	7:15 AM	7:22 AM
7:30 AM	7:37 AM	7:45 AM	7:52 AM
8:00 AM	8:07 AM	8:15 AM	8:22 AM
8:30 AM	8:37 AM	8:45 AM	8:52 AM
9:00 AM	9:07 AM	9:15 AM	9:22 AM
9:30 AM	9:37 AM	9:45 AM	9:52 AM
10:00 AM	10:07 AM	10:15 AM	10:22 AM
10:30 AM	10:37 AM	10:45 AM	10:52 AM
11:00 AM	11:07 AM	11:15 AM	11:22 AM
11:30 AM	11:37 AM	11:45 AM	11:52 AM
12:00 PM	12:07 PM	12:15 PM	12:22 PM
12:30 PM	12:37 PM	12:45 PM	12:52 PM
1:00 PM	1:07 PM	1:15 PM	1:22 PM
1:30 PM	1:37 PM	1:45 PM	1:52 PM
2:00 PM	2:07 PM	2:15 PM	2:22 PM
2:30 PM	2:37 PM	2:45 PM	2:52 PM
3:00 PM	3:07 PM	3:15 PM	3:22 PM
3:30 PM	3:37 PM	3:45 PM	3:52 PM
4:00 PM	4:07 PM	4:15 PM	4:22 PM
4:30 PM	4:37 PM	4:45 PM	4:52 PM
5:00 PM	5:07 PM	5:15 PM	5:22 PM
5:30 PM	5:37 PM	5:45 PM	5:52 PM
6:00 PM	6:07 PM	6:15 PM	6:22 PM

### J Thomas Street

Monday - Friday Schedule

West from downtown		East to downtown	
Transit Center	Thomas St.	Transit Center	Thomas St.
6:37 AM	6:45 AM	6:52 AM	7:00 AM
7:00 AM	7:07 AM	7:15 AM	7:22 AM
7:30 AM	7:37 AM	7:45 AM	7:52 AM
8:00 AM	8:07 AM	8:15 AM	8:22 AM
8:30 AM	8:37 AM	8:45 AM	8:52 AM
9:00 AM	9:07 AM	9:15 AM	9:22 AM
9:30 AM	9:37 AM	9:45 AM	9:52 AM
10:00 AM	10:07 AM	10:15 AM	10:22 AM
10:30 AM	10:37 AM	10:45 AM	10:52 AM
11:00 AM	11:07 AM	11:15 AM	11:22 AM
11:30 AM	11:37 AM	11:45 AM	11:52 AM
12:00 PM	12:07 PM	12:15 PM	12:22 PM
12:30 PM	12:37 PM	12:45 PM	12:52 PM
1:00 PM	1:07 PM	1:15 PM	1:22 PM
1:30 PM	1:37 PM	1:45 PM	1:52 PM
2:00 PM	2:07 PM	2:15 PM	2:22 PM
2:30 PM	2:37 PM	2:45 PM	2:52 PM
3:00 PM	3:07 PM	3:15 PM	3:22 PM
3:30 PM	3:37 PM	3:45 PM	3:52 PM
4:00 PM	4:07 PM	4:15 PM	4:22 PM
4:30 PM	4:37 PM	4:45 PM	4:52 PM
5:00 PM	5:07 PM	5:15 PM	5:22 PM
5:30 PM	5:37 PM	5:45 PM	5:52 PM
6:00 PM	6:07 PM	6:15 PM	6:22 PM

- ### School Key
- Franklin Elementary
  - G.D. Jones Elementary
  - Grant Elementary
  - Hawthorn Hills Elementary
  - St. Anne's
  - Horace Mann Middle School
  - John Marshall Elementary
  - John Muir Middle School
  - Lincoln Elementary
  - Newman High/Middle School
  - Riverview Elementary
  - Faith Christian Academy
  - St. Michael's
  - Schofield Elementary
  - Thomas Jefferson
  - Trinity Elementary
  - University of Wisc.-Marathon Campus
  - Wausau East High School
  - Wausau West High School
  - Our Savior's

Phone: 715-842-9287 • Website: <http://metroride.ci.wausau.wi.us>

# MULTI-MODAL TRANSPORTATION

## Transit

The Wausau Area Transit System provides public transportation services in the Wausau area. In 2008, WATS changed its name to Metro Ride and is the only public transit service available to the general public within the MPA. In 2012, The Village of Weston discontinued service which also eliminated service to the Village of Rothschild and City of Schofield. Limited service was restored in 2013 but discontinued by Weston again in 2015. Currently, Metro Ride only services the City of Wausau.

### Transit Routes

Service includes seven fixed bus routes, as well as a curb-to-curb van paratransit service for the disabled. During the school year, ten express routes are offered. The routes are designed primarily for secondary school students getting to and from school without the need to transfer downtown. However, all express routes are available to the general public.

### Regular Fixed Route Service

Regular fixed route service refers to the regularly scheduled daily transit routes that operate during normal operating hours and days. Metro Ride operates seven regularly scheduled fixed bus routes in the City of Wausau, which run at 30 minute intervals. These routes are illustrated on the preceding page.

### Service Operation and Cost

Metro Ride provides service between 6:30 a.m. and 6:30 p.m. Monday through Friday. There is no service on weekends and holidays. The fare structure is listed in Table 4-16 below.

Fare Category	Cash	Tokens	Tickets	Monthly Pass
Adults	\$1.75	10 for \$10.00	n/a	\$38.00
Senior Citizens/Disabled	\$0.85	n/a	n/a	\$19.00
Students	\$1.50	n/a	10 for \$8.50	\$19.00
Metro Ride Paratransit	\$2.25	n/a	n/a	n/a

### Transit Planning

The most recent Transit Development Plan (TDP) was completed in May of 2012, later than the projected 2011 date due to the changes in the service area. A new plan is scheduled for 2017.

### Paratransit Services

Metro Ride provides demand responsive origin-to-destination van service for eligible persons who are unable to use the standard fixed routes. The service area is defined as any area within  $\frac{3}{4}$  of a mile from any regular bus route in the City of Wausau. North Central Health Care (NCHC) is contracted by Marathon County to provide demand responsive van service to the



wider metro area and county. Reservations must be made at least one day prior to the requested trip.

## **Pedestrians**

The MPO has a Bicycle and Pedestrian Committee that meets monthly and a Bicycle and Pedestrian Master Plan that was approved in 2015 that addresses these pedestrian issues in much greater detail.

Walking is often overlooked and undervalued as a transportation mode. Walk commuting percentages are highest in the City of Wausau's older neighborhoods near downtown. However, this does not count recreational trips or trips for other purposes. Pedestrian infrastructure must often serve a dual purpose by accommodating wheelchair access in line with requirements set forth by the American with Disabilities Act (ADA). Requirements for pedestrian facilities within the Wausau MPA vary by municipality. Municipalities within the urbanized area generally do not require sidewalks in residential areas. The Village of Rothschild is the exception, requiring sidewalks within new residential developments. The Village of Weston has adopted a Complete Streets policy. The City of Wausau addresses the issue of sidewalks with developers on a case by case basis. However, interest in creating walkable neighborhoods and downtown areas has been increasing.

Compliance with the American with Disabilities Act for MPO communities will take a prominent role in the coming years due to an enforcement emphasis by the Department of Justice. This will require an inventory of pedestrian infrastructure, local government accessibility and compliance plans for the larger communities.

Further details on Pedestrian challenges, opportunities and recommendations can be found in the Wausau MPO Bicycle and Pedestrian Master Plan.

## **Bicycle and Multi Use Trails**

The MPO has a Bicycle and Pedestrian Committee that meets monthly and a Bicycle and Pedestrian Master Plan that was approved in 2015. In 2015, the Wausau Metro Area was designated a Bronze-level Bicycle Friendly Community by the League of American Bicyclists.

Bicycling can serve a recreational function, a health function and a transportation function. Bicycling, as a mode of transportation, is likely to be most viable within more densely developed urban areas, provided safe bicycling routes are available to desirable destinations.

Bicyclists vary by age, experience and knowledge, attitudes toward traffic, physical fitness levels, and reasons for riding (e.g. recreational trips, commuting, shopping, or exercise). Because of these differences, bicycle facilities that are appropriate or desirable for some riders may not be appropriate or desirable for other riders. An experienced bicyclist may be very comfortable and prefer to ride in mixed traffic whereas more casual bike riders may prefer to

stay on dedicated trails and local roads. Map #-# illustrates the current Bicycle and Multi-Use trail facilities in the Wausau MPA.

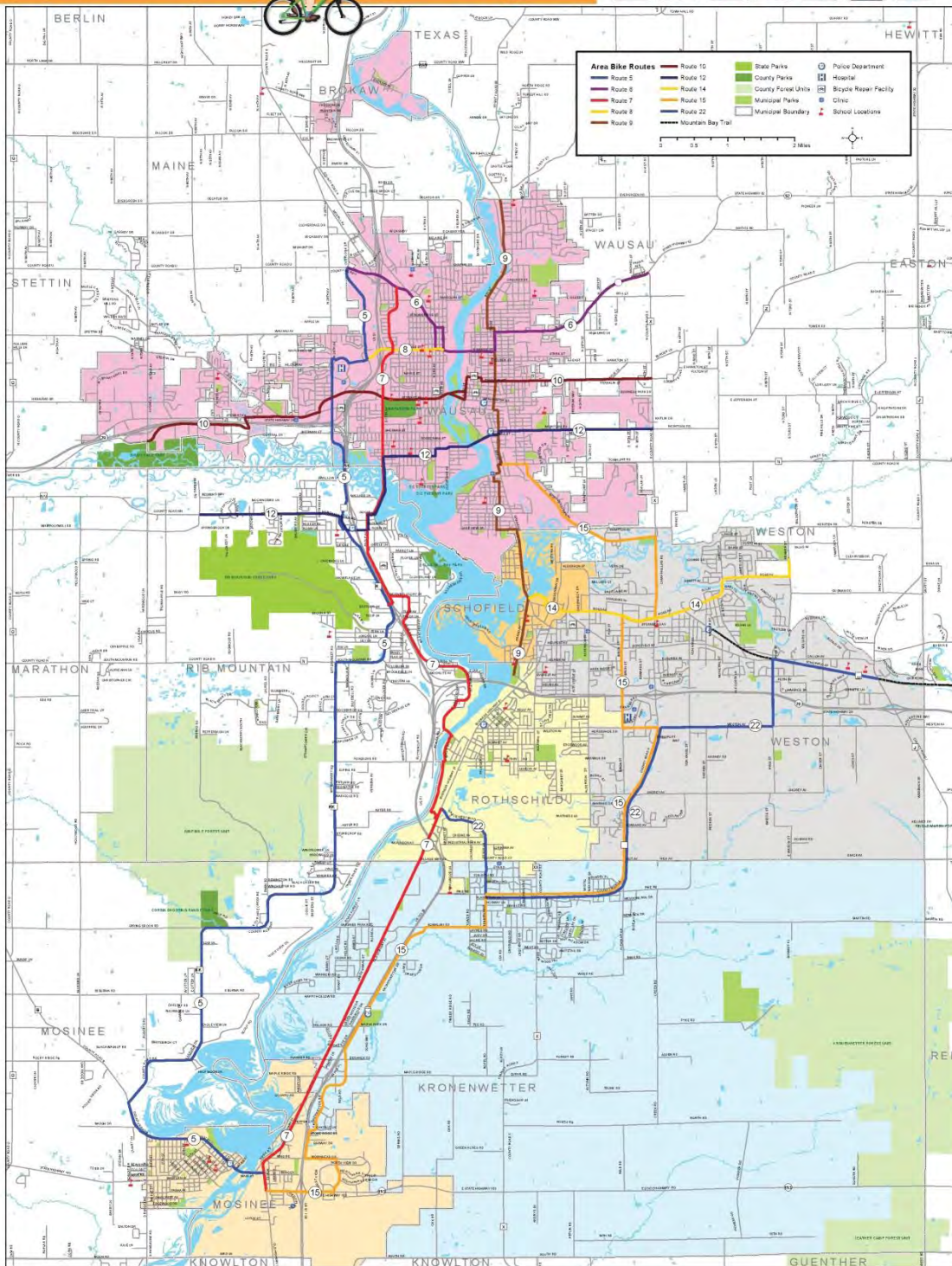
### **On-Street Bicycle Facilities**

The current Bicycle Master Plan outlines recommendations for all types of cyclists and provides priority projects that help overcome geographic or system barriers. On-street bicycle facilities provide some of the most cost-effective alternatives for providing accommodations for bicyclists. One of the difficulties with creating on-road facilities is finding enough road width space to provide both safe and convenient routes that offer good access to major destinations. Bicyclists need access to major arterials which serve key destinations or they need convenient parallel routes where busy arterials cannot accommodate safe bicycle facilities. Arterials need to accommodate bicyclists, for bicycling to be a viable mode of transportation for commuting and other trip purposes. On-street bicycle facilities also serve as important connections between off-street bicycle facilities. Off-street bicycle facilities are great for recreational bicycling but often do not provide access to destinations needed for most bike trips.

### **Multi-Use Trails**

Well-planned and designed multi-use trails/paths can provide good pedestrian and bicycle mobility. The trails/paths can serve both commuter and recreational cyclists. Marathon County and the Village of Weston are working to expand a portion of the existing railroad line from the Mountain Bay Trail trailhead to Camp Phillips road. This has been hampered by the intrusion of several buildings on the trail right-of-way. Additional trail mileage is planned for the Old Hwy 51 corridor in the Village of Kronenwetter and extensions of the River's Edge Trail along the east bank in the City of Wausau.

# Wausau Area Bike Map



## **REGIONAL PASSENGER TRANSPORTATION**

### **Air Passenger Service**

Two major airports serve the Wausau MPA, the central Wisconsin Airport (CWA) located in Mosinee and the Wausau Municipal Airport located in Wausau. The CWA offers daily flights on regional connector services that link to flights in Minneapolis, Detroit and Chicago. The Wausau Municipal Airport provides general aviation services and is large enough to handle corporate jets, charters, and privately owned aircraft.

**Central Wisconsin Airport (CWA)** – CWA is classified as an Air Carrier/Air Cargo airport, which means it is designed to accommodate virtually all aircraft up to, and in some cases including, wide body jets and large military transports. CWA is one of nine airports in Wisconsin that provide scheduled commercial air passenger service on a year-round basis. The CWA is conveniently accessible to the Wausau metropolitan area via I-39. It also draws customers from the larger Central Wisconsin region, including the Stevens Point and Marshfield areas. The airport completed a \$10 million renovation in 2016.

**Wausau Municipal Airport**– the Wausau Municipal Airport provides general aviation services and is fully equipped to receive large corporate jets, charters, and privately owned aircraft. The Wausau Municipal Airport is located in the City of Wausau along the southern boundary shared with the City of Schofield. US Business 51/Grand Avenue is the primary access route to the airport. The airport is located along the Wisconsin River and occupies a substantial amount of riverfront property. The airport's location to the river provides for the Wausau Seaplane Base, which adjoins the Wausau Municipal Airport.

### **Inter-City Bus**

Inter-city passenger bus service is currently provided by Lamers Bus Lines between the Wausau and Milwaukee, via Stevens Point and Appleton. Greyhound Bus Lines provides services between Wausau and Minneapolis along the STH 29 corridor.

## **FREIGHT TRANSPORTATION**

All of the roadways discussed are transportation facilities that serve a vital role in the movement of goods and freight through the Wausau Metropolitan area. Major highway facilities, rail lines and connections, and inter-modal facilities are essential components of freight transportation. These facilities, as related to freight, are described in this section.

### **Freight Movement**

The movement of freight in and out of the Wausau MPA occurs via three modes: rail, truck and air.

Shipping large quantities of low value goods over long distances is most cost effective by rail, assuming travel time is not a high priority as shipping by rail is slower than other modes. Air freight is often only cost effective for goods that have high-value in relation to their volume or are more time sensitive or both. Trucks tend to be more cost-effective for shorter distances such as intra-state shipments. Still, many finished goods and perishables are transported cross county. Freight movement via truck is more flexible than rail given the extensive roadway infrastructure and smaller cargos.

Goods shipped to or from outside the state and neighboring states rely more heavily on rail. For Marathon County the inbound shipments by weight from outside Wisconsin have an approximate 80/20 split between rail and truck, respectively. Outbound shipments by weight have roughly a 40/60 split between rail and truck, respectively. Air freight within the County accounts for only a small volume of freight ton shipments for both inbound and outbound freight ton movements. Internal shipments refer to shipments that originate and terminate within the state of Wisconsin. Inbound-internal shipments terminate within Marathon County while outbound-internal shipments originate within the County. External shipments originate or terminate in a state or country other than Wisconsin.

Internal shipments are fairly dispersed throughout the state with the largest population areas receiving more goods from Marathon County. A larger portion of goods shipped to Marathon County are from rural areas of the State.

## **Trucks**

Trucks handle almost 90 percent of all freight tonnage shipped within Wisconsin, serving businesses and industries of all sizes and in all parts of the state. Heavy trucks accounted for 15 percent of all trips crossing the parameter of the Wausau planning area.

The designation of truck routes within municipal areas allows for the community to direct truck traffic to roads that are best suited for this type of use. However, jurisdictions cannot prohibit trucks from publicly funded roadways. There are however some access constraints due to weight-limit restrictions on some County Highways. The TIMBER Act, which removes weight limits for logging trucks on a 12 mile stretch of Interstate in the Wausau MPA, was introduced for consideration in the US House of Representatives in October of 2015. This rule change would allow large logging trucks to avoid local and county roads which they are now required to use.

The City of Wausau is the only municipality to designate truck routes on local roads within the city.

## **Rail Freight**

Rail is an efficient and cost-effective mode for long distant freight shipping, particularly for low value bulk commodities, such as coal and grain. With the advent of multi-modal shipping, containerization of freight, and trailers on train flatcars, railroads have experienced resurgence since the 1980s. Once relegated to moving primarily bulk commodities, freight railroads are moving more finished goods. A benefit of shifting freight from trucks to rail is that it reduces 4-



16 the amount of truck traffic on the highways creating more room for other vehicle traffic. Less truck traffic also translates into less wear and damage to publicly funded roads.

### **Rail Facilities and Service**

All of the tracks in the Wausau Metropolitan Area are owned and operated by Canadian National (CN) railroad. The only active rail line through the Wausau Metropolitan Area runs roughly parallel to the Wisconsin River and I-39/US 51 corridor through Marathon County. This line connects to the City of Mosinee; where there are rail yards serving the Mosinee Paper Mill, and the WPS Power Plant. Use of an additional rail spur also occurs at the paper mill in the Village of Brokaw. Another spur parallels STH 29 west of US 51 and serves the Wausau West Industrial Park. Rail spurs currently allow access to rail freight movements for the industrial areas located within the City of Wausau. Right-of-way for the corridor east of Camp Phillips Road in the Village of Weston was abandoned and used to develop the Mountain-Bay State Trail running between the Village of Weston and the City of Green Bay.

### **Air Freight**

One point of access currently exists within the MPA for the potential movement of goods via airfreight services. Nine airfreight and express flights occur daily at the Central Wisconsin Airport (CWA). The airport is directly accessible via Interstate 39 and is located in the City of Mosinee. The airport facilities are currently large enough to handle any reasonable increase in airfreight traffic.

### **Freight in the Future**

Continued increases in truck traffic will mean greater wear and tear on highways and greater congestion impacts. More truck traffic will also require greater attention to truck access to destinations within communities. Additional rail traffic may be market and resource (oil, lumber) dependent. There is also the possibility of unmanned aerial drones being utilized for small or medium freight deliveries. Legislation and regulations should be updated to keep abreast of this and other new technologies.

## **CONCLUSION**

This chapter covered the major components that make up the Wausau MPA's transportation system, including roadways, transit, bicycles, pedestrians, regional passenger systems, and freight. The Chapter provided a summary of travel behaviors on the system in order to better understand how the transportation system is used. The information included hopefully provides a greater understanding of the strengths and weaknesses of the area's transportation system in order to determine how best to achieve the plan's goals and objectives.

# CHAPTER 7 – ENVIRONMENTAL REVIEW, MITIGATION & LIVABILITY STRATEGIES

## INTRODUCTION

This chapter will discuss compliance with the requirements in the areas of Environmental Review, Mitigation Strategies, Operations and Maintenance Strategies, Agency Consultation, and Livability Strategies.

The purpose of this discussion is to provide existing conditions for use during project scoping and environmental assessment as required by the National Environmental Policy Act (NEPA) of 1969. Anticipated and recommended projects are reviewed in relation to the agricultural, natural, and recreational resources in the area as well as to disadvantaged populations.

Federal law requires considering environmental mitigation activities in developing transportation plans, in addition to consultation requirements with federal and state natural resource, land management, environmental protection and other agencies. This chapter documents compliance with these requirements.

Metropolitan planning regulations state in 23 CFR 450.322 (f.) (7) that the plan shall include, at minimum:

“A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State and Tribal land management, wildlife and regulatory agencies. The MPO may establish reasonable time frames for performing this consultation.”

The MPO’s role in examining issues related to environmental mitigation is to look at system level issues – this is not a project level environmental impact document, which requires field work and specific analysis under the National Environmental Policy Act (NEPA). The planning regulations require system level or regional analysis to look at cumulative effects of all projects from a high level which may streamline project level analysis to the extent they may act as “an early warning system” to both transportation and resource agencies of issues which may need to be considered in later project level analysis to assure that the planning and programming process as a whole considers what the long term environmental mitigation issues are for the region.

Since this high level view is the intent of the MPO planning requirements, the legislation and regulations specifically exempt consideration of planning factors and environmental mitigation at the Plan or TIP phase from judicial review. Judicial review, however, is the

function of the NEPA project level analysis, a level of analysis that the MPO has no direct role in but to review and comment like any other interested party.

This high level view may inform the NEPA process, but it is quite distinctly different from it by design and intent, since project engineering design decisions are typically not known at the planning stage. However, earlier awareness of potential issues from a high level system view may better alert implementing agencies of need to consider issues at the project stage when the project is designed – such as presence or absence of historic sites or possible locations of potential contamination areas that may require some form of mitigation.

## **GENERAL PLAN REVIEW**

Through a multi-year process of data gathering, alternatives analysis, modeling, and agency and public review, the LRTP developed a list of multi-modal transportation recommendations to meet the anticipated growth and subsequent mobility demands. The analysis stages included review of county and municipal land use and transportation infrastructure improvement plans, State transportation plans, as well as Wisconsin Department of Natural Resources (WisDNR) defined environmentally sensitive areas.

The WisDNR guidelines describe environmentally sensitive areas as “Major areas that are unsuitable for the installation of waste water treatment systems because of physical or environmental constraints. Areas to be considered for exclusion from the sewer service area because of the potential for adverse impacts on the quality of the waters of the state from both point and non-point sources of pollution include, but are not limited to, wetlands, shorelands, floodways and floodplains, steep slopes, highly erodible soils and other limiting soil types, groundwater recharge areas, and other such physical constraints.” (NR 121.05(1)(g)2.c.).

This plan does not include significant changes in highway project recommendations from the 2012 LRTP. Chapter 5 addresses the transportation or traffic model implications to the roadway network since the 2012 LRTP was adopted. The recommendations included in this plan were reviewed relative to identified environmentally sensitive areas.

The identification of environmentally sensitive areas are intended to provide for the long term protection of wildlife habitat and recreation areas; reduce runoff and erosion damage along lakes and rivers; preserve the quality of surface and groundwater; guide development to protect environmentally sensitive areas; prevent excessive non-point source pollution; and reduce public utility costs. In addition to all regulated wetlands greater than five acres, delineated on the Wisconsin Wetland inventory maps, all areas within the FEMA delineated 100-year flood hazard zones, and all areas of 20% or greater slope were considered in the alternatives analysis. Inventories of prime farmlands, by Soil Conservation Services standards, were reviewed, and farmland preservation program protections, mainly through exclusive agricultural zoning, were found to be minimal within the planning area.

The significant presence of historical, architectural and archeological properties in the MPO area has been identified and recorded by the State Historical Society of Wisconsin.

While the publication of identified archeological sites is not included in this document, a review of proposed projects relative to the sites' locations has occurred, and none of those identified are impacted by the proposed transportation projects. Historical Society staff is also certain the area contains many undiscovered prehistoric and early historic sites.

## **MITIGATION STRATEGIES**

The NEPA process includes an ordered approach to mitigation and involves understanding the affected environment and assessing transportation effects throughout project development. Effective mitigation starts at the beginning of the NEPA process and continues through as large part of the alternatives development and analysis process. Mitigation can be defined by the order of process sequencing as:

- 1) Avoiding the impact altogether.
- 2) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- 3) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- 4 Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- 5) Compensating for the impact by replacing or providing substitute resources or environments.

The generally accepted rule of: (1) avoid impacts, (2) minimize impacts, and (3) mitigate impacts, can be applied at this level of planning, in terms of identifying areas of potential environmental impacts in the development of a project recommendation.

Planning for more specific environmental mitigation strategies for the long range timeframe can be challenging. Some strategies, such as access controls, can reduce the pressure for development and can be discussed at the long range planning level. Others such as wetland mitigation can have implications for a project that is 15 or 20 years out, or has not reached the environmental assessment or preliminary design. Wetland banking, is a practice of WisDOT for use in mitigation relative to state highway projects. The MPO, as an advisory body, does not have authority to partake in wetland banking for local projects.

Some planning level mitigation strategies, generally favoring lower impact improvements follow:

**Land management strategies** can address the rate and character in which development expands in the urbanizing area, and resulting demand for utility and transportation services. Issues such as urban sprawl, cost-efficient provision of urban services, environmental protections, public safety, and environmental justice, are

discussed in Chapter 9: Environmental Justice. Area comprehensive plans promote and encourage compact development in the urban area, as well as accommodations for bicycle, pedestrian, and transit transportation modes. In terms of natural resources, these policies mitigate the effects of growth and development by using less land, generating fewer vehicle miles traveled (VMT), and encouraging alternative travel mode options which reduce harmful emissions.

**Operational and management strategies** are means to mitigate issues such as congestion or safety on major construction or reconstruction projects. There are times when something as simple as modified lane-striping can better channel traffic and reduce crashes in a corridor, or better define the separation of bicycle and motorized vehicles. Other strategies are more technically complex, such as many Intelligent Transportation System (ITS) approaches.

## **OPERATIONAL AND MANAGEMENT STRATEGIES**

The Wausau MPO will, to the maximum extent practicable:

- Recommend capacity expansion to mitigate traffic congestion only after considerations of other alternatives, such as access management, ITS, operations or congestion management, intersection modification, and traffic signal timing are addressed.
- Consider transportation system management strategies in the planning for arterial roads to improve traffic flow, maximize capacity, and increase overall system efficiency and safety.

**Access management strategies** for the planned projects included in the Long Range Plan is largely determined by the implementing communities. Controlling access with access roads, combined access points, or limiting access to public streets can protect the capacity of the highway well beyond that of a highway with multiple private accesses, reducing the need for expansion or replacement. Access management strategies are best incorporated into the initial project planning and design, to avoid costly purchase of right of way and access rights.

**Intelligent Transportation Systems (ITS)** is a very broad term, covering everything from synchronized signal systems to changeable message signs to automated vehicle locator systems on buses and paratransit vehicles to traffic monitoring centers, all with the intent of improving traffic flow, communication, and ultimately the safety of the transportation system. Currently, WisDOT uses mobile changeable message signs in advance of construction areas to warn and/or redirect traffic, but to date, regular congestion has not reached the level that any more permanent ITS actions are needed to address it. Many ITS applications costs are hard to justify because of the expense to the local communities with little or minimal identified benefits.

**Operations** can also play a role in mitigating the impacts of growth and development. Transportation planning and operating agencies generally share the goal of enhancing system performance, and can mutually benefit from stronger linkages. Some of those

linkages include data sharing, performance measures, funding and resource sharing, and regional ITS architecture. Through such coordination and collaboration among State and local governments, MPOs, highway and transit agencies, other stakeholder organizations, and the general public, greater efficiencies and cost savings may occur along with better understanding of each others' roles, and improved ability to address short- and long-term needs. Some operations management strategies are used in the urbanized area, such as data sharing between stakeholders, and the on-going membership of operations personnel on the Technical Advisory Committee. The MPO is working to develop and adopt specific performance indicators that will set the foundation for future comparisons to build on.

**Congestion management** has not been a critical issue in the Wausau area. Some site specific congestion does occur, but to date it has not been a driving force in transportation decision making. Some typical congestion management strategies, such as carpooling, public transportation options, park and ride, and flexible scheduling do occur on some level, typically for other reasons (private programs, as public services, or general commuting desires).

**Intersection Modification/Traffic Signal Timing** can be low-cost and effective methods of addressing congestion issues. It is understood that intersections are frequently the first place that congestion and safety issues become apparent. Improvements such as signal timing and turn lane accommodation can improve traffic flow and address congestion issues to an extent. These strategies are typically addressed by local jurisdictions when safety issues or initial congestion issues arise, prior to the need or available funding to address capacity expansion.

## **AGENCY CONSULTATION**

As part of the plan's implementation, system level analysis of the relationship between recommended projects and various natural features and resources will take place. Formal consultation with the Environmental Consultation List will take place as part of the review process including meetings to discuss the strategies the MPO communities will consider when encountering natural or human resource issues on their specific projects.

### **Environmental Consultation List**

- Wisconsin Department of Natural Resources (WisDNR)
- State Historical Society
- Wisconsin Department of Agriculture, Trade and Consumer Protection
- U.S. Environmental Protection Agency (EPA)
- U.S. Fish and Wildlife Service
- U.S. Department of Agriculture, NRCS
- U.S Army Corps of Engineers
- National Park Service
- Great Lakes Inter-Tribal Council, Inc.
- Bad River Band or Lake Superior Chippewa Indians of Wisconsin
- Ho-Chunk Nation
- Lac du Flambeau Band of Lake Superior

- Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin
- St. Croix Band of Lake Superior Chippewa Indians of Wisconsin

Each party on the Environmental Consultation List will be provided a packet which gives a summary of the process for the plan's update and the projects within. Topics of discussion included the existing consultation process, potential impacts of proposed projects, and methods of addressing mitigation of those impacts. The agencies were also notified of the draft plan's availability for their review and comment.

A summary of the LRTP and its recommended projects is provided in Appendix A.

## **LIVABILITY STRATEGIES**

Livability in transportation is about using the quality, location, and type of transportation facilities and services available to help achieve the community's goals such as access to good jobs, affordable housing, quality schools, and safe streets. This includes addressing road safety and capacity issues through better planning and design, like Complete Streets, maximizing and expanding new technologies such as intelligent transportation systems (ITS), and using travel demand management (TDM) approaches in system planning and operations. It also includes developing public transportation that enhances economic development, and offers residents and workers the full range of transportation choices like bikeways, pedestrian facilities, transit, and roadways—into a truly intermodal, interconnected system.

Sustainable transportation provides mobility and access to meet development needs without compromising the quality of life of future generations. A sustainable transportation system is safe, healthy, and affordable, while limiting emissions and use of new and nonrenewable resources. It meets the needs of the present without harming resources or the environment. It also considers the long-term economic health of a community.

Comprehensive planning focuses growth in existing communities to avoid sprawl; and supports compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices. Its goals are to achieve a unique sense of community and place; expand the range of transportation, employment, housing choices and preserve and enhance natural and cultural resources; while promoting public health.

In order to accomplish these ideas, the Federal Highway Administration (FHWA) has developed six Livability Principles:

**Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

**Promote equitable, affordable housing.** Expand location and energy efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

**Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers, as well as expanded business access to markets.

**Support existing communities.** Target funding toward existing communities through strategies like transit oriented, mixed-use development, and land recycling to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

**Coordinate policies and investment.** Align policies and funding to remove barriers to collaboration, funding, and increase the accountability and effectiveness of all levels of government to plan for future growth.

**Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable rural, urban, and suburban neighborhoods.

Area comprehensive plans have elements that address the livability and sustainability that can be incorporated into the transportation and land use recommendations of this plan. The implementation of these strategies would propel the Wausau MPO area to a desirable place for economic development and growth in the future. The following are recommendations incorporating elements of sustainability and livability:

- Provide, encourage, and foster provisions of a variety of transportation options to increase mobility and enhance accessibility;
- Develop coordinated bicycle and pedestrian facility networks;
- Develop ways to provide cost-effective and convenient public transportation services for the whole urban area;
- Continue to support transportation services for the elderly and persons with disabilities;
- Fully utilize the limited rail access available in the area;
- Maximize utilization of existing investments in transportation infrastructure and services;
- Provide for safe and efficient movement of truck traffic while minimizing negative impacts;
- Maintain a thoroughfare system that ensures the safe and efficient movement of people and goods;



- Coordinate transportation infrastructure improvements and services with land development and revitalization efforts;
- Foster cooperation and coordination of transportation system planning and investments.

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