



MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AGENDA



Date & Time of Meeting: **Tuesday, October 14, 2025, at 2:00pm**

Meeting Location: **Wisconsin Room, 1000 Lake View Drive, Wausau, WI 54403**

Members: Randy Fifrick – Chair, Allen Opall (Designee, Gaylene Rhoden – Vice Chair), Dan Helgeson, Betty Hoenisch, Steve Hagman, Doug Diny, Tim Buttke, Matt Lee Baer, David Phelps, David Baker, Mark Maloney, Gregg Hoehn, Pete Nievinski, Matthew Bronson

The meeting site identified above will be open to the public. Instead of in person attendance, Metropolitan Planning Commission members and the public may attend this meeting by telephone and video conference. **Persons wishing to attend the meeting virtually may call into the telephone conference beginning five (5) minutes prior to the start time indicated above using the following number:**

PHONE NUMBER: 1-408-418-9388

ACCESS CODE: 2488 427 8963

Please Note: If you are prompted to provide an "Attendee Identification Number" press the # symbol. No other number is required to participate in the telephone conference.

When you enter the telephone conference, **PLEASE PUT YOUR PHONE ON MUTE!**

- 1. Call Meeting to Order**
- 2. Public Comment**
- 3. Approval of Minutes: September 9, 2025, MPO Commission Meeting**
- 4. Policy Issues, Discussion, and Possible Commission Action**
 - A. 2026 Unified Planning Work Program (UPWP)
 - B. Surface Transportation Program (STP-Urban) 2026-2031 Program Cycle Project Discussion
 - C. Transportation Alternatives Program (TAP) 2026-2030 Program Cycle Project Rankings
- 5. Educational Presentations and Commission Discussion**
 - A. Update on MPO Bicycle and Pedestrian Sub-Committee Topics
- 6. Next Meeting Date & Time, Announcements, and Future Agenda Items**
 - A. Next Meeting Date and Time – Tuesday, November 11th, 2025, at 2:00 PM
 - B. Future Agenda Items – TIP Amendment, STP-U Project Rankings
- 7. Adjournment**

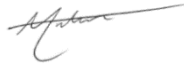
Any person planning to attend this meeting who needs some type of special accommodation to participate should call the County Clerk's Office at 715-261-1500 or email countyclerk@marathoncounty.gov one business day before the meeting.

EMAILED TO: Courthouse, WDH, City Pages, and other Media Groups

EMAILED BY: AA

DATE: 10/9/2025

EMAIL TIME: 3:00pm

SIGNED: 
PRESIDING OFFICER OR DESIGNEE

NOTICE POSTED AT COURTHOUSE:

BY:

DATE & TIME:



MARATHON COUNTY METROPOLITAN PLANNING COMMISSION MEETING MINUTES September 9th, 2025

Meeting Attendance: Randy Fifrick – Chair, Gaylene Rhoden – Vice Chair, Aaron Anklaam, Laurie Miskimins, Morgan Arnold, MaKayla Galecki, Darryl Landeau, Dave Meurett, Ryan VanDeWalle, Brad Lenz, Allen Wesolowski, Mark Thuot, Sydney Turner, Greg Ulman, Brian Greffe, David Baker

1. Call Meeting to Order

In the presence of a quorum, with the agenda being properly signed and posted, the meeting was called to order by Chairperson Fifrick at 2:03 p.m. in the Wisconsin Room, 1000 Lake View Drive, Wausau, WI 54403 and virtually via WebEx.

2. Public Comment

Discussion: No Public Comment Given or Received.

3. Approval of Minutes: August 12, 2025, MPO Commission Meeting

Action: Motion/Second by Thuot/VanDeWalle to approve August 12, 2025, MPOC Minutes as presented. Motion carried by voice vote, no dissent.

4. Policy Issues, Discussion, and Possible Commission Action

A. 2025-2028 Transportation Improvement Program (TIP) Amendment

Discussion: Anklaam reviewed the TIP amendment (Anklaam discussed the Bridge Deck Polymer Overlay) and reasoning as included in the MPO packet.

Action: Motion/Second by Rhoden/VanDeWalle to approve the 2025-2028 TIP Amendment as presented. Motion carried by voice vote, no dissent.

5. Educational Presentations and Commission Discussion

A. Draft 2026 Unified Planning Work Program (UPWP)

Discussion: Anklaam reviewed the 2026 UPWP Draft, stated our next steps are sending it over to the state for review. We will present the final copy at our October 14th, 2025, meeting for final approval. Thuot asked what determine the boundary on the MPO Boundary Map. Meurette states that every 10 years MPO adjusts this area. This is what we use for updating the functional classification system within the urban area.

B. Upcoming Salt Wise Trainings

Discussion: Miskimins discussed that SaltWise is bringing two training courses to the Wausau Area! (May need to add additional information)

6. Next Meeting Date & Time, Announcements, and Agenda Items for Next Meeting Date

A. Next Meeting Date and Time – Tuesday, October 14th, 2025, at 2:00 PM

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

B. Future Agenda Items – STP-U and TAP projects, Final 2026 UPWP.

7. Adjournment

8. **Action:** There being no further business before the members, Motion/Second by VanDeWalle/Thout to adjourn the meeting of the Marathon County Metropolitan Planning Commission at 2:11pm Motion carried by voice vote, no dissent.

Submitted by:
Aaron Anklam, Transportation Planner
Wausau MPO



Final Draft - 2026 Unified Planning Work Program (UPWP):

https://wausaumpo.org/wp-content/uploads/2025/10/2026_Wausau_MPO_UPWP_Final_DRAFT-1.pdf

**2026-2031 Surface Transportation Program – Urban (STP-U)
Applications:**

<https://wausaumpo.org/funding/plans-documents/>

**2026-2030 Transportation Alternatives Program (TAP)
Applications:**

<https://wausaumpo.org/funding/plans-documents/>

STP 2026-2031 Program Cycle

*Please note that these numbers represent estimates for planning purposes only, as future programmatic funding levels are dependent on forthcoming Congressional and Wisconsin State Legislative actions.

**As of 9/22/2025 - The Wisconsin Financial Integrated Improvement Program System (FIIPs) at the Wisconsin Department of Transportation (WisDOT) is updated daily, thus fluctuations from day-to-day may occur.

MPO Funding Allocations						
50K-200K	Population	%	Allotment	Cycle Budget (5 yrs)	Current Projects	Available Allocation
Beloit, WI--IL	44,092	4.98%	\$1,010,121	\$5,050,603	\$4,764,772	\$285,831
Eau Claire, WI	105,475	11.91%	\$2,416,367	\$12,081,836	\$2,656,357	\$9,425,480
Fond du Lac, WI	54,731	6.18%	\$1,253,854	\$6,269,268	\$3,551,547	\$2,717,720
Janesville, WI	72,285	8.16%	\$1,656,005	\$8,280,024	\$5,933,143	\$2,346,881
Kenosha, WI	125,865	14.21%	\$2,883,490	\$14,417,448	\$6,059,059	\$8,358,389
La Crosse, WI--MN	93,411	10.54%	\$2,139,988	\$10,699,942	\$3,994,600	\$6,705,342
Oshkosh, WI	76,190	8.60%	\$1,745,466	\$8,727,330	\$4,080,713	\$4,646,617
Racine, WI	134,877	15.22%	\$3,089,949	\$15,449,745	\$5,611,069	\$9,838,676
Sheboygan, WI	74,369	8.39%	\$1,703,748	\$8,518,740	\$3,565,240	\$4,953,500
Superior (Duluth, MN)	27,191	3.07%	\$622,929	\$3,114,645	\$1,236,382	\$1,878,263
Wausau, WI	77,429	8.74%	\$1,773,851	\$8,869,254	\$6,994,088	\$1,875,166
	885,915	100%	\$20,295,767	\$101,478,835	\$48,446,970	\$53,031,865

TMA Funding Allocations						
200+K	Population	%	Allotment	Cycle Budget (5 yrs)	Current Projects	Available Allocation
Appleton, WI	230,967	10.38%	\$5,291,312	\$26,456,558	\$8,550,418	\$17,906,140
Green Bay, WI	224,156	10.07%	\$5,135,276	\$25,676,379	\$17,233,916	\$8,442,463
Madison, WI	450,305	20.23%	\$10,316,210	\$51,581,051	\$31,769,787	\$19,811,264
Milwaukee, WI	1,306,795	58.72%	\$29,937,868	\$149,689,341	\$77,473,116	\$72,216,225
Minneapolis--St. Paul, MN--WI	n/a	n/a	n/a	n/a	\$0	n/a
Round Lake Beach--McHenry--Grayslake, IL--WI	13,374	0.60%	\$306,390	\$1,531,950	\$0	\$1,531,950
	2,225,597	100%	\$50,987,056	\$254,935,280	\$135,027,237	\$119,908,043

STBG Scoring Criteria - Wausau MPO

	Criteria	Measure	Measure Inputs	Scoring	Total Points Available
1	Key Component of Transportation System	Functional Classification	Func Class System	Arterials = 2, Collector = 1	2
		Project is of regional significance	MPO Worksheet	Regional significance = 2	2
2	System Condition	System condition rating 1-10	DOT application	<5 Score = 2, 5-7 Score = 1, 7+ Score = 0	2
3	Project Coordination	2+ Communities working together	DOT application	Coordination = 2	2
4	Safety	FHWA Roadway Departure Safety calculation	TOPS lab WisDOT Traffic Counts	Highest = 2, 2nd highest = 1	2
		How does the project create safer conditions?	MPO Worksheet	Same road profile = 0, Some improvements = 1, Major improvements = 2	2
5	Congestion	Level of Service (LOS) Current Condition	MPO Traffic model. Model will be run at start of STBG application cycle.	D = 2, C = 1, B-A = 0	2
		Local testimony	MPO Worksheet	Max of 1 point	1
6	Freight	Within 1 mile of freeway system/interchange	Map	Within 1 mile = 1, all others = 0	1
		Facilitates access to industrial, or concentrated commercial area	MPO Worksheet	Yes = 1, No = 0	1
7	Multimodal	Complies with Federal Regulations on accommodations and delivers context-sensitive design	Guidance on Federal Regulations see (WisDOT FDM 11-46-1). For design standards use FDM, NACTO, or AASHTO. Describe accommodations in MPO Worksheet.	Complies with Fed Regs = 1, Context-sensitive design = 1	2
		Project is identified in MPO Bicycle and Pedestrian Plan or addresses a significant need.	MPO Bicycle and Pedestrian Master Plan. Describe significant need in MPO Worksheet.	Yes = 2, No = 0	2
8	Environmental Justice	Project is in identified EJ area (low-income or minority). Census block level minority population >10% and or census block group median income below federal poverty level (\$25,750 family of 4).	MPO worksheet	Failure to address EJ issues results in loss of 2 points.	2

2025 Project Ranking

			HIGHEST POSSIBLE SCORE		City of Wausau		City of Schofield		Village of Weston	
QUESTION WEIGHT	QUESTION NUMBER				S. 17th Ave		Grossman Dr		Schofield Ave	
			Points	Calc.	Points	Calc.	Points	Calc.	Points	Calc.
20%	1	KEY COMPONENT OF TRANSPORTATION	4	0.8	4	0.8	3	0.6	4	0.8
15%	2	SYSTEM CONDITION	2	0.3	2	0.3	2	0.3	1	0.15
10%	3	PROJECT COORDINATION	2	0.2	1	0.1	0	0	0	0
20%	4	SAFETY	4	0.8	2	0.4	2	0.4	2	0.4
5%	5	CONGESTION	3	0.15	1	0.05	1	0.05	1	0.05
10%	6	FREIGHT	2	0.2	2	0.2	1	0.1	2	0.2
15%	7	MULTIMODAL	4	0.6	4	0.6	4	0.6	4	0.6
5%	8	ENVIRONMENTAL JUSTICE	2	0.1	2	0.1	2	0.1	2	0.1
Total			23	3.15	18	2.55	15	2.15	16	2.3
Rank					1		3		2	

Wausau MPO STP-U Application Ranking Summary

<u>Rank</u>	<u>Applicant</u>	<u>Project Title</u>	<u>Score (out of 23)</u>	<u>Summary</u>
1	City of Wausau	S. 17th Avenue Reconstruction (Sherman St – Stewart Ave)	18 / 23	The Wausau project reconstructs a deteriorated minor arterial (PASER 4) linking the city to Rib Mountain and key regional destinations including Marathon Park, WPS Energy, and the current County Highway Department. The project adds bike lanes and sidewalks on both sides, aligning with the MPO Bicycle & Pedestrian Plan, and replaces curb, gutter, and utilities to correct drainage issues. Coordination with Marathon County on park frontage adds inter-agency value. This is a high-need, multimodal arterial reconstruction with clear regional benefit.
2	Village of Weston	Schofield Avenue Corridor Safety & Rehabilitation	16 / 23	Schofield Avenue is a principal arterial and one of the area's most important commercial corridors, directly connecting to the STH-29 interchange and serving major employment and retail centers. The project modernizes intersections, improves pedestrian safety (ADA curb ramps, refuge areas), and considers turn lanes or median control for better flow and safety. The Schofield Avenue Corridor Plan establishes documented multimodal and design priorities. Pavement condition fair (PASER 5). Corridor upgrades support economic vitality and multimodal safety.
3	City of Schofield	Grossman Drive Reconstruction	15 / 23	Grossman Drive serves the areas industrial park shared by Schofield and Weston, providing critical freight and employment access. The pavement is in poor condition (PASER 3), and the project includes full reconstruction, new curb and gutter, and a multi-use trail connection to the regional system. It demonstrates strong multimodal and safety benefits.

City of Wausau - S. 17th Avenue Reconstruction

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Functional Classification	Minor Arterial – regionally significant connection between Wausau and Rib Mountain.	2
Regional Significance	Serves Marathon Park, John Muir Middle School, WPS Energy, and County Hwy Dept.	2
System Condition	PASER 4 (poor) rutting, cracking, ponding issues.	2
Project Coordination	Collaboration with Marathon County for sidewalk along Marathon Park	1
Safety Improvements	Full reconstruction with drainage fixes, bike lanes and sidewalks on both sides.	2
Congestion	ADT 12,100 (2023) peak hour delays at Stewart Ave.	1
Freight Proximity	Within 1 mile of STH-29 via Stewart Ave.	1
Industrial/Commercial Access	Serves WPS Energy, County Hwy Dept, First Student, other employers.	1
Multimodal Compliance	Adds bike lanes and sidewalks on both sides - meets ADA and design standards	2
Bike/Ped Plan Inclusion	Identified in MPO Bike & Ped Plan.	2
Environmental Justice	No concerns identified.	2

The Wausau project reconstructs a deteriorated minor arterial (PASER 4) that connects the City of Wausau to Rib Mountain and serves several regionally significant destinations, including Marathon Park, John Muir Middle School, WPS Energy, and the current Marathon County Highway Department. The project includes complete pavement reconstruction, storm and sanitary sewer replacement, new curb and gutter, and drainage improvements to correct ponding and surface failures.

Comprehensive multimodal enhancements, including bike lanes and sidewalks on both sides, are consistent with the Wausau MPO Bicycle & Pedestrian Plan, which identifies this segment for on street bicycle accommodation. The project also includes coordination with Marathon County to extend sidewalk along Marathon Park, demonstrating partnership.

The project addresses condition, safety, and multimodal criteria. Overall, this is a needed arterial reconstruction that advances the MPO's multimodal and safety goals while addressing an infrastructure deficiency on a key arterial.

City of Schofield – Grossman Drive Reconstruction

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Functional Classification	Collector street serving area's industrial park.	1
Regional Significance	Provides industrial and freight access for Schofield and Weston.	2
System Condition	PASER 3 (poor) cracking and structural deficiency - full reconstruction.	2
Project Coordination	City project.	0
Safety Improvements	Reconstruction adds multi-use trail and corrects drainage deficiencies.	2
Congestion	Industrial traffic backups and lane drift issues at shift changes.	1
Freight Proximity	Over 1 mile away.	0
Industrial/Commercial Access	Direct access to industrial park and employment center.	1
Multimodal Compliance	Incorporates multi-use trail consistent with WisDOT bike/ped design guidance.	2
Bike/Ped Plan Inclusion	Referenced in local Outdoor Recreation and Wausau MPO Bike/Ped plans.	2
Environmental Justice	No concerns identified.	2

The Schofield project proposes a full reconstruction of Grossman Drive, a collector roadway serving the area's industrial park shared by Schofield and Weston. The corridor provides essential access for freight, employees, and local businesses within the city's largest employment hub. Existing pavement conditions are poor (PASER 3) with drainage issues and curb failure, warranting full reconstruction.

The project introduces a multi-use trail with modern curb and gutter design to improve safety and expand active transportation options in an area currently lacking adequate pedestrian and bicycle facilities. These improvements align with the MPO's multimodal and safety objectives and will improve connections to the broader regional system.

While the project demonstrates clear system need and regional significance, there is no formal multi-jurisdictional coordination, though the project benefits multiple communities. Overall, this is a well-defined, high need reconstruction that enhances industrial access and introduces valuable multimodal infrastructure in a key employment area.

Village of Weston – Schofield Avenue Corridor Project

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Functional Classification	Principal Arterial – major regional connector to STH-29.	2
Regional Significance	High traffic corridor serving retail, employment, and freight destinations.	2
System Condition	PASER 5 (fair) - rehabilitation needed but not structural failure.	1
Project Coordination	Village project.	0
Safety Improvements	Adds turn lanes, median/roundabout options, ADA ramp upgrades, and crossing safety.	2
Congestion	Local complaints of peak hour backups at County X intersection.	1
Freight Proximity	Direct link to STH-29.	1
Industrial/Commercial Access	Serves major retail and employment areas.	1
Multimodal Compliance	Incorporates ADA and bike/ped enhancements.	2
Bike/Ped Plan Inclusion	2021 Schofield Avenue Corridor Plan aligned with MPO Bike/Ped objectives.	2
Environmental Justice	No concerns identified.	2

The Weston project addresses safety and operational needs along Schofield Avenue, a principal arterial and major east–west commercial corridor linking the Village to STH-29. The project focuses on intersection and corridor modernization, including improvements, potential median installation or roundabout conversion, and ADA-compliant pedestrian and bicycle upgrades.

The corridor’s importance for freight, employment, and regional connectivity supports full points for functional class and regional significance. The Schofield Avenue Corridor Plan (2021) outlines multimodal, aesthetic, and safety objectives which is consistent with the proposed project. Pavement condition is fair (PASER 5), reflecting moderate need but not full system condition credit.

Overall, the project offers multimodal and safety improvements on a key arterial serving both commuter and freight traffic, representing regional and economic importance.

Wausau MPO STP-Urban 2026-2031 Funding Recommendations

Muni	Project	Rank	Construction Cost*	80%	70%	60%	55%	50%
City of Wausau	S. 17th Ave	1	\$ 3,876,000	\$ 3,100,800	\$ 2,713,200	\$ 2,325,600	\$ 2,131,800	\$ 1,938,000
City of Schofield	Grossman Drive	3	\$ 918,973	\$ 735,178	\$ 643,281	\$ 551,384	\$ 505,435	\$ 459,487
Village of Weston	Schofield Ave	2	\$ 3,660,410	\$ 2,928,328	\$ 2,562,287	\$ 2,196,246	\$ 2,013,226	\$ 1,830,205
Available	\$ 1,875,166		\$ 8,455,383	\$ 6,764,306	\$ 5,918,768	\$ 5,073,230	\$ 4,650,461	\$ 4,227,692

* Participating Roadway Cost and State Review Cost Only

Wausau MPO - TAP Grant Scoring - 2025

				Wausau		Weston/Marathon County		Rothschild	
Goal	Example	Measure	Scoring	Innovation Way Trail	Score	X & Sternberg Pedestrian Improvements	Score	Weston Ave Path	Score
Regional Significance	Project connects existing bike/ped infrastructure and is identified as important to the overall network.	Y/N	Y = 2, N = 0	Y	2	Y	2	Y	2
Bike Plan	Identified in MPO Bike/Ped plan	Y/N	Y = 1, N = 0	Y	1	Y	1	Y	1
Local Plan	Identified in a local plan.	Y/N	Y = 1, N = 0	Y	1	Y	1	Y	1
ROW issues	ROW must be acquired.	High, Medium, Low	H = 1, M = 2, L = 3	L	3	M	2	H	1
Facility Usage	Recreational or transportation.	Transportation utility ranks high, recreational utility ranks lower.	T = 3, M = 2, R = 1	T	3	T	3	T	3
Safety mitigation	Provide a safer alternative. Reduce dangerous crossings.	Y/N	Y = 1, N = 0	Y	1	Y	1	Y	1
Safety concern	Project presents potential safety concerns.	Y/N	Y = 0, N = 1	N	1	N	1	N	1
Access	Increases access to existing infrastructure.	Y/N	Y = 1, N = 0	Y	1	Y	1	Y	1
Other Issues	Any other concerns.								
		Total:	13		13		12		11

Wausau MPO TAP Application Ranking Summary

<u>Rank</u>	<u>Applicant</u>	<u>Project Title</u>	<u>Score (out of 13)</u>	<u>Summary</u>
1	City of Wausau	Business Campus Trail (84th Ave – Innovation Way)	13/13	The Wausau project completes the final missing link in the Business Campus trail system, providing a fully connected east–west multimodal corridor. The project is identified in multiple local and regional plans, has no ROW acquisition needs, and offers strong transportation utility by serving over 5,000 employees and multiple employers.
2	Village of Weston	Sternberg Avenue & County Road X Pedestrian Improvements (Safe Routes to School)	12/13	The Weston project directly addresses a documented safety concern at the Weston Elementary School crossing on County Road X, a high-volume arterial (9,000–11,000 AADT). Improvements include RRFBs, a pedestrian refuge island, new curb ramps, and updated signage and markings. The project is included in the adopted Safe Routes to School Plan, Comprehensive Plan, and Corridor Plan. ROW needs are slight and manageable.
3	Village of Rothschild	Weston Avenue Multi-Use Trail	11/13	The Rothschild project closes a key local trail gap, improving safety and access for nearby neighborhoods and schools. It aligns with multiple MPO and local plans and offers solid transportation benefits. However, it has moderate ROW acquisition and easement needs, slightly lowering its deliverability and overall priority compared to Weston.

City of Wausau – Business Campus Trail (84th Ave-Innovation Way)

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Regional Significance	Connects to MPO Bike Route 10, completes east-west corridor	2
Bike Plan	Identified in 2021 MPO Bike/Ped Plan.	1
Local Plan	Included in Wausau Comp Plan & Business Campus Plan.	1
ROW issues	No acquisition needed, City owned ROW.	3
Facility Usage	Strong transportation utility (commuting to >5,000 employees).	3
Safety mitigation	Removes conflict with trucks, provides off-street facility.	1
Safety concern	No new safety hazard presented.	1
Access	Increases access to existing Business Campus trails & citywide system.	1

Village of Weston – Sternberg Ave & CR-X Pedestrian Improvements

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Regional Significance	Improves a major arterial crossing (CR-X, 9,000–11,000 AADT). While localized at a school, it also benefits community connectivity.	2
Bike Plan	Project tied to Weston’s Bicycle & Pedestrian Master Plan (in progress) Safe Routes Plan also referenced.	1
Local Plan	In 2024 Weston Comp Plan, Corridor Plan, SRTS Plan (DC Everest School Board & Village adoption).	1
ROW Issues	Minimal ROW acquisition needed	2
Facility Usage	Primarily transportation utility: Safe Routes for ~533 students, plus general public crossing on CR-X.	3
Safety Mitigation	Directly addresses high safety concern (crossing arterial with high traffic speeds/volumes). Includes RRFBs, refuge island, curb ramps.	1
Safety Concern	Project does not create new hazards.	1
Access	Improves access to Weston Elementary and surrounding neighborhoods/employment.	1

Village of Rothschild – Weston Avenue Multi-Use Trail

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Regional Significance	Closes local gap, supports Safe Routes, but less regional impact.	2
Bike Plan	In MPO Bike/Ped Plan.	1
Local Plan	In Comp Plan, Outdoor Rec Plan, CIP.	1
ROW issues	Permanent easements required & ROW acquisition	1
Facility Usage	Mixed utilitarian/recreational (school connections, neighborhood).	3
Safety mitigation	Provides safer alternative along 25–35 mph corridor.	1
Safety concern	No new hazard	1
Access	Increases access to schools, neighborhoods, and sidewalks.	1