

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION'S
TECHNICAL ADVISORY COMMITTEE
AGENDA**



Date & Time of Meeting: **Tuesday, October 14, 2025, at 1:00pm**

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

Members: Laurie Miskimins, Aaron Anklam, Jim Griesbach, Brain Grefe, Darryl Landeau, Dave Eckmann, Gaylene Rhoden, Jared Grande, Peter Kampfer, Greg Ulman, Peter Wegner, Ryan VanDeWalle, Tim Vergara, Jami Gebert, Michael Wodalski, Doug Mielke, Mark Thuot, Eric Lindman, Brad Lenz, Ron Schuenke, Dave Meurett, Jason Nordberg, Evan Gross, Sydney Turner

The meeting site identified above will be open to the public. Instead of in person attendance, Technical Advisory Committee 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. Approval of Minutes: August 12, 2025, MPOTAC Committee Meeting**
- 3. Policy Issues, Discussion, and Possible Committee Action**
 - A. Surface Transportation Program (STP-Urban) 2026-2031 Program Cycle Project Discussion
 - B. Transportation Alternatives Program (TAP) 2026-2030 Program Cycle Project Rankings
- 4. Educational Presentations and Committee Discussion**
- 5. Next Meeting Date & Time, Announcements, and Future Agenda Items**
 - A. Next Meeting Date & Time – Tuesday, November 11th, 2025, at 1:00 PM
 - B. Future Agenda Items – STP-U Project Rankings
- 6. 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
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
Minutes – August 12, 2025**

Members: Laurie Miskimins, Aaron Anklam, Jim Griesbach, Brain Grefe, Darryl Landeau, Dave Eckmann, Gaylene Rhoden, Jared Grande, Peter Kampfer, Greg Ulman, Peter Wegner, Ryan VanDeWalle, Tim Vergara, Jami Gebert, Michael Wodalski, Doug Mielke, Mark Thuot, Eric Lindman, Brad Lenz, Arran Hersey, Dave Meurett, Jason Nordberg, Evan Gross, Sydney Turner

Attendees: Laurie Miskimins, Aaron Anklam, Kevin Lang, Darryl Landeau, Gaylene Rhoden, Ryan VanDeWalle, Michael Wodalski, Mark Thuot, Eric Lindman, Brad Lenz, Dave Meurett, Jeff Gates, Randy Fifrick, Allen Wesolowski, Kevin Lang

1. Call Meeting to Order

The presence of a quorum, the agenda being properly signed and posted, the meeting was called to order by Anklam at 1:03 PM in the Wisconsin Room at 1000 Lake View Drive, Wausau, WI 54403 and virtually via WebEx.

2. Introductions

Attendees introduced themselves.

3. Approval of Minutes: November 9, 2023, MPOTAC Meeting

ACTION: MOTION / SECOND BY THUOT/LANG TO APPROVE THE NOVEMBER 9, 2023 MINUTES OF THE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

4. Policy Issues, Discussion, and Possible Committee Action

A. Wausau MPO Functional Classification System Map

Discussion: Anklam and Meurett provided overview of changes to how functional classification is done, including the new criteria that considers AADT, land use, and spacing between roadways to determine functional classification. Twenty roads within the MPO boundary are proposed for reclassification, with most going to a lower classification, however all but three would still remain eligible for STP-Urban funding. The three roadways going to local included one in the Village of Kronenwetter and two within the City of Wausau.

ACTION: MOTION / SECOND BY LANG/WODALSKI TO RECOMMEND APPROVAL OF THE FUNCTIONAL CLASS UPDATE TO THE MPO PLANNING COMMISSION. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

Follow through: The recommendation will be taken up by the MPO Planning Commission at the next meeting.

5. Educational Presentations and Committee Discussion

A. 2026-20231 STP-URBAN FUNDING CYCLE

DISCUSSION: Anklam and Meurett reviewed the details of the upcoming STP-Urban proposal submittals, reminding the TAC that historically, we have asked to have all applications submitted in advance of the October 31st, 2025, deadline, to allow the TAC and MPO enough time to review. The TAC discussed agreeing to a Friday, October 3, 2025, submittal deadline to the MPO. The

applications will be reviewed by the TAC and the MPO Planning Commission on Tuesday, October 14, 2025.

Criteria for the applications was reviewed, with one member commenting that in the next cycle consideration for updating the criteria would be in order. Some communities, because of their geographical location, do not have the opportunity to have submit proposals where multiple communities are collaborating. Therefore, they miss out on points in this category.

B. 2026-2023 TAP FUNDING CYCLE

Discussion: Anklam and Meurett reviewed the details of the upcoming TAP proposal submittals, reminding the TAC that historically, we have asked to have all applications submitted in advance of the October 31st, 2025, deadline, to allow the TAC and MPO enough time to review. The TAC discussed agreeing to a Friday, September 26, 2025, submittal deadline to the MPO. The applications will be reviewed by the TAC and the MPO Planning Commission on Tuesday, October 14, 2025.

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

A. Next Meeting Date & Time – October/November – Exact date and time TBD

Discussion: The next meeting will be October 14th, 2025, at 1pm, one hour prior to the MPO Planning Commission meeting.

B. Future Agenda Items – STP-Urban & TAP

7. Adjournment

ACTION: MOTION / SECOND BY RHODEN/WODALSKI TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AT 1:34PM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

Submitted by:
Aaron Anklam, Transportation Planner
Marathon County Conservation, Planning and Zoning
Wausau MPO



**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

| QUESTION WEIGHT | QUESTION NUMBER | | HIGHEST POSSIBLE SCORE | City of Wausau | | City of Schofield | | Village of Weston | | |
|-----------------|-----------------|---------------------------------|------------------------|----------------|---------------|-------------------|---------------|-------------------|---------------|--------------|
| | | | | S. 17th Ave | | Grossman Dr | | Schofield Ave | | |
| | | | <i>Points</i> | <i>Calc.</i> | <i>Points</i> | <i>Calc.</i> | <i>Points</i> | <i>Calc.</i> | <i>Points</i> | <i>Calc.</i> |
| 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 | <p>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.</p> |
| 2 | Village of Weston | Schofield Avenue Corridor Safety & Rehabilitation | 16 / 23 | <p>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.</p> |
| 3 | City of Schofield | Grossman Drive Reconstruction | 15 / 23 | <p>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.</p> |

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 |