

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



Date & Time of Meeting: **Tuesday, November 11, 2025, at 1:00pm**

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

Members: Laurie Miskimins, Aaron Anklam, Kevin Lang, Brain Greffe, 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: October 14, 2025, MPO TAC Meeting**
- 3. Policy Issues, Discussion, and Possible Committee Action**
 - A. Surface Transportation Program (STP-Urban) 2026-2031 Program Cycle Project Rankings
 - 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 – TBD
 - B. Future Agenda Items – TBD
- 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: 11/6/2025

EMAIL TIME: 10:00am

SIGNED: 

PRESIDING OFFICER OR DESIGNEE

NOTICE POSTED AT COURTHOUSE:

BY: _____
DATE & TIME: _____



**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
Minutes – October 14, 2025**

Attendees: MaKayla Galecki, Laurie Miskimins, Aaron Anklam, Kevin Lang, Darryl Landeau, Ryan VanDeWalle, Michael Wodalski, Mark Thuot, Eric Lindman, Brad Lenz, Dave Meurett, Randy Fifrick, Sydney Turner, Kurt Schoen, Jeff Gates, Allen Wesolowski

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 1:02 PM in the Wisconsin Room at 1000 Lake View Drive, Wausau, WI 54403 and virtually via WebEx.

2. Approval of Minutes: August 12, 2025, MPOTAC Meeting

ACTION: MOTION / SECOND BY THUOT/VANDEWALLE TO APPROVE AUGUST 12, 2025 MINUTES OF THE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

3. Policy Issues, Discussion, and Possible Committee Action

A. Surface Transportation Program (STP-Urban) 2026-2031 Program Cycle Project Discussion

Discussion:

Official deadline to apply for STP-Urban is October 31st. So, MPO will act on funding decisions at the November meeting. Three preliminary applications have been submitted; one from the City of Wausau, one from the City of Schofield, and one from the Village of Weston.

With the estimated availability of approximately \$1.875 million for STP-Urban projects, and FHWA policy that requires a project awarded get no less than 50% of the eligible construction costs, two of the projects as proposed could not be funded. Both municipalities have been approached about the possibility of revising scope to a project that could be funded. The City of Wausau intends to revise. The Village of Weston will likely not revise.

The applicant municipalities were also asked to share anything on policies they might have related to percentage of funding they would accept, and/or if they had the local funding to afford 50% of their projects. Wausau has a policy of needing at least 70% federal funding on any project they would accept funds to construct. Schofield said they would likely take any percent funding offered, as they intend to do the project regardless.

ACTION: NONE AT THIS TIME.

Follow through: Final funding decisions will be made by the MPO Planning Commission at the November meeting. The City of Wausau intends to revise and resubmit their application at a smaller project extent and lower cost.

B. Transportation Alternatives Program (TAP) 2026-2030 Program Cycle Project Rankings

Discussion:

Three projects were submitted, one from the City of Wausau, one from the Village of Rothschild, and one from the Village of Weston. The MPO does not pick which projects get funding, only send rankings to the state. It is unknown how much TAP funding is available. The Village of Weston project might also be eligible for STP-Urban, if additional funds were available through that program.

It was discussed that future criteria might want to consider whether something like acquisition of ROW is not a 'negative' point value, as sometimes communities are applying because they need the help and funds to get the project done. The committee can discuss new criteria in advance of the next call for projects.

The MPO Bicycle and Pedestrian committee was asked for comment on the projects, but no comments have been submitted thus far. The TAC will take up recommendations at the November meeting to allow time for comments from the MPO Bicycle and Pedestrian committee.

ACTION: None at this time.

Follow through: The ranking recommendations to the state will be taken up by the MPO Planning Commission at the November meeting.

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 and TAP Project Rankings

6. Adjournment

ACTION: MOTION / SECOND BY THUOT/SCHOEN 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 S. 17th Ave		City of Schofield Grossman Dr		Village of Weston 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	2	0.2	0	0	2	0.2
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	19	2.65	15	2.15	18	2.5
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)	19 / 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	18 / 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 & connection to Rib Mountain	2
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 with County coordination at Camp Phillips intersection	2
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	\$ 2,209,800	\$ 1,767,840	\$ 1,546,860	\$ 1,325,880	\$ 1,215,390	\$ 1,104,900
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		\$ 6,789,183	\$ 5,431,346	\$ 4,752,428	\$ 4,073,510	\$ 3,734,051	\$ 3,394,592

Scenario 1 (70%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,546,860	70%	\$ 328,306
Grossman Drive	\$ 328,306	36%	\$ -

Scenario 2 (60%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,325,880	60%	\$ 549,286
Grossman Drive	\$ 549,286	60%	\$ -

Scenario 3 (55%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,215,390	55%	\$ 659,776
Grossman Drive	\$ 659,776	72%	\$ -

Scenario 4 (65%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,436,370	65%	\$ 438,796
Grossman Drive	\$ 438,796	48%	\$ -

Scenario 5 (80%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,767,840	80%	\$ 107,326
Grossman Drive	\$ 107,326	12%	\$ -

Scenario 6 (64%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,414,272	64%	\$ 460,894
Grossman Drive	\$ 460,894	50%	\$ -

Scenario 7		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
Schofield Ave	\$ 1,875,166	51%	\$ -

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