



OFFICIAL NOTICE AND AGENDA

of a meeting of a City Board, Commission, Department
Committee, Agency, Corporation, Quasi-Municipal
Corporation, or Sub-unit thereof.

Meeting: **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**
Members: Gary Gisselman, Pat Peckham, Andrew Plath, Paul Kage, Paul
Kaczmarowski, Kevin Eichelberger, Tyler Wildman
Location: Maple Room, 1st Floor of Wausau City Hall, 407 Grant Street.
Date/Time: **Monday, September 30, 2019 at 4:00 p.m.**

1. Welcome and introductions
2. Approve minutes of July 29 meeting
3. Discuss 17th Avenue/Stewart Avenue area walk audit
4. Discuss Bridge Street/2nd Street area walk audit
5. Discuss proposed change to Metro Bike Route 9
6. Discuss parking on Pied Piper Lane
7. Discuss Wisconsin Bike Summit
8. Discuss user conflicts and striping/signage on the River Edge Trail
9. Citywide areas of concern and future items for consideration
10. Future meeting date – October 28, 2019
11. Adjourn

Questions regarding this agenda may be directed to the City Planning Office @ (715) 261-6760.

This Notice was posted at City Hall and emailed to the media on September 26, 2019.

It is possible that members of, and possibly a quorum of members of, other committees of the Common Council of the City of Wausau may be in attendance at the above-mentioned meeting to gather information. No action will be taken by any such group(s) at the above-mentioned meeting other than the committee specifically referred to in this notice.

In accordance with the requirements of Title II of the Americans with Disabilities Act (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the City's ADA Coordinator at (715) 261-6620 or e-mail clerk@ci.wausau.wi.us at least 48 hours prior to the scheduled meeting or event to request an accommodation.

Other Agenda distribution: Daily Herald, City Pages, Mayor

DRAFT

CITY OF WAUSAU BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Time and Date: The Bicycle and Pedestrian Advisory Committee met on Monday, July 29, 2019 at 4:00 p.m. in the Maple Room of Wausau City Hall.

Members Present: Pat Peckham, Gary Gisselman, Andrew Plath, Paul Kage, Kevin Eichelberger, Tyler Wildman, Paul Kaczmorowski

Others Present: Brad Sippel, Andrew Lynch, Cord Buckner, Allen Wesolowski, TJ Niksich

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and transmitted to the *Wausau Daily Herald* in the proper manner.

Welcome and introductions

Peckham called the meeting to order at 4:00 p.m.

Approve minutes of May 20, 2019 meetings

Motion by Eichelberger/Plath to approve the May 20 minutes. Motion carried unanimously.

Discussion and possible action on bike rack placement and requests

Sippel said they had a request from the Wausau Conservatory of Music for one of the Wausau bike racks to be placed in that area. The committee had discussed briefly in a previous meeting a policy or criteria for the placement of bike racks, so Sippel wanted to discuss this request and a potential policy for bike rack requests. Sippel would like to discuss some criteria for placing a bike rack when it is requested. Sippel said we do have extra racks that are not allocated to a location yet. Sippel also said that thus far all of the City racks have been placed in City right of way or City property. There could be some issues providing bike racks for placement on private property. Eichelberger said he'd be curious what other cities are doing. Plath said he believes if it is on private property rather than the right of way, then the rack should be provided by that entity. Eichelberger said he thinks it might open up a bit of a rabbit hole if we provide racks for private businesses. Lynch said there are other cities that provide racks for businesses, but they have stipulations on where and how the rack is placed. Sippel mentioned that the City of Milwaukee has a program for decorative racks in their Business Improvement Districts (BID), but Wausau only has one BID. Milwaukee also has a program for standard bike rack requests in the right of way, and there are specific criteria for the placement of the racks. Plath said he suggested to the CVA to have one out front of their building as well. Wildman said he lives near the conservatory and there are a lot of kids that ride their bike there. Peckham said the City has installed all of the current racks, but if they are installed on the property they should install it. Wesolowski said if it is placed in the right-of-way, then public works could install it. Peckham asked if the committee felt differently if it is a business or a non-profit entity.

Motion by Gisselman/Kaczmorowski to provide a bike rack for the use of the Wausau Conservatory of Music, with the City installing it if it is placed in the City right-of-way, and the Conservatory installing it if it is placed on their property. Motion approved unanimously

Motion by Gisselman/Plath for Sippel to speak with the CVA and the Historical Society to see if racks could be placed near those destinations and to move ahead with installations in the right of way. Motion approved unanimously.

Update on River's Edge Master Plan Update

Sippel overviewed the June Stakeholder meeting and public workshop at the Summer Kickoff Weekend of the River's Edge Master Plan Update. Sippel showed a summary of the priorities identified through the public process so far. Some of the priorities identified include a safe river crossing, a connection to the south east side of the City, better wayfinding and signage along the trail and to the trail, and filling in some of the gaps along the west side of the river. The next steps for the plan will be setting priority concepts, and the plan will have strategies to move forward with the priority segments and other improvements. Eichelberger said he was just in Vancouver and Victoria, and they have a big biking community there. The paths that were used for both bicycles and pedestrians were marked and separated for the different users and it seemed to reduce the confusion that people have about where to walk or ride on the path and issues when bikes are passing pedestrians. Lynch asked if people are still able to provide comments. Lynch said he still thinks a bridge from Scholfield Park to the east side of the River near Winton Street is one of the biggest opportunities and that seems like that is the west side terminus of the trail.

Update on Bike Share Program

Sippel updated on the bike share system and the proposal received from Zagster bike share system. Peckham noted it was initially expected to launch in July. Sippel said that the expectation is now to launch in the middle of September. Regardless of when the program starts, it will span two calendar years so starting at a different time functionally doesn't change the length of time for the program or the amount of time in winter vs summer. Sippel said one station will be under the Bridge Street Bridge in the Riverlife Park and the other station will be off the trail on the north side of Stinchfield Creek.

Discuss Stewart Avenue Pedestrian Crossing

Sippel said this item was mentioned at the May meeting and there is an item that was placed on the next CISM agenda as well. Gisselman said the item was brought forward by Alderperson Smith over concerns with difficulties crossing Stewart Avenue. Lynch asked where the location was. Gisselman said the main location is the intersection of 14th Avenue, Marathon Park and Stewart Avenue by Wausau West School. The idea that has been talked about for a long time at this location is a pedestrian bridge over Stewart Avenue between the park and the middle school. Nicksich mentioned that one of the ideas at a CISM meeting was to get 30% design plans to better understand the costs, land needs and other factors of a potential bridge. Sippel said if this is the first step we should probably evaluate all of the options to improve the crossing there, including other options such as a Pedestrian-Hybrid Beacon. Lynch also suggested exploring policy changes to school drop-off procedures. Kaczmorowski asked if we want to just consider making it safer or specifically support exploring a pedestrian bridge.

Motion by Eichelberger/Plath to encourage CISM to explore the feasibility of the pedestrian bridge, and to explore other options to improve the safety of the crossing of 12th Avenue at Stewart Avenue, and to compare the cost of the bridge to other options.

Discuss 5th Street and Scott Street Pavement Markings

Sippel wanted to discuss potential design issues for the 5th and Scott Street intersection pavement markings that are being planned to accommodate the State Highway reroute. The current proposed design would create a combined straight/right turn lane to accommodate the turning radius of truck traffic, with a large painted buffer to the right of this lane. This causes the bike lane to merge with the straight/right lane just before the intersection. Sippel said this is to reduce the potential of right-hook conflicts where right-turning vehicles turn in front of a bicyclist in the bike lane, cutting the bicyclists off or causing a collision. Sippel

said the committee should discuss the possibility of allowing bicycle riders to merge onto the sidewalk for this brief section of 5th Street and cross Scott Street as a pedestrian to get back to the bike lane at the other side of the intersection. Sippel said since this is a downtown setting with a lot of pedestrian traffic, this could introduce a conflict between bicycles and pedestrians, so wanted the committee to discuss potential trade-offs giving bicyclists more options to navigate the intersection safely, especially for those that are less confident riding in traffic, but introducing new bicycle and pedestrian conflicts. Peckham said with vehicles further from the curb than they are now, drivers are not going to look at the pedestrian crossing for bicyclists coming. Wildman said that drivers should be looking that direction anyway because there will still be a pedestrian crossing with a walk signal. The committee discussed the issues and the consensus was generally that they did not want to encourage bicyclists to use the sidewalk in this area. The committee discussed other efforts to get bicyclists off of the sidewalk in the downtown, and that it didn't seem like a good idea to then allow them in this part. Peckham said it might be a good idea to start out with the design that is proposed and observe what people do at the intersection.

Discuss citywide street and sidewalk areas of concern and future items for consideration

Peckham would like to discuss the crossing of Henrietta at Grand Avenue and improving the safety for pedestrians here. It has been suggested to him to replace the yellow lights with red lights so drivers are required to stop. Lynch said there are national standards that you likely couldn't replace the yellow with red. Sippel mentioned one option may be to change the signal type to a Pedestrian Hybrid Beacon (HAWK) instead of the yellow flashing beacon. There was a motion at the May meeting to look at improving the intersection, including upgrading the signal and improving the lighting. Gisselman asked how bicyclists are dealing with the bump out at the YMCA in the middle of the block. Lynch said if the bicyclists are riding in the travel lane it shouldn't pose an issue because it only comes into the parking lane. Wildman said when there aren't many cars parked there some people ride in the parking and will wait when they come to the bump out for cars to pass. Peckham said we maybe can talk about whether some additional pavement markings would be appropriate here. Sippel said we have received another complaint about drivers not yielding at the Washington Street intersection of the River Edge Trail and how difficult that is to cross when traffic is heavy. This isn't a new issue and the committee has discussed it and we are working on coming up with ways to improve it, but wanted to mention that another citizen has brought it forward. Peckham said there was an issue regarding parking on Pied Piper across from Alexander-Airport Park that the committee should discuss.

Future meeting date

The next Bicycle and Pedestrian Advisory Committee will meet on August 28.

Adjourn

Motion by Plath/Eichelberger to adjourn. The meeting was adjourned at 5:03 p.m.

Healthy Eating Active Living (HEAL) Coalition Walk Audit

Date: Monday, August 5, 2019

Location: East Bridge Street west to N 2nd Street to East Wausau Ave to North 6th St, Wausau

Number of participants: 4

Times: 8:00am (3:30pm group was canceled due to thunderstorms)

Time	Weather	Pedestrians	Bicyclists
8:00am	75 degrees, sunny/nice	7	2
3:30pm	CANCELED	CANCELED	CANCELED

Observations:

-No sidewalk along north side of Central Bridge St; also there is no buffer between the road and sidewalk on East Bridge Street (add grass or trees)

-Tree trim needed between Chicago and Humbolt Ave on N 3rd Street

-Sidewalks broken, cracked, heaved outside of Tres Hermanos on E Bridge St

Intersections:

East Bridge and N 3rd St: Bus stop not safe or accessible in winter; ramps are diagonal which would guide visually impaired pedestrians into the middle of the intersection

East Bridge and N 2nd St: Existing crosswalks need restriping; no sidewalk

N 2nd St and Chicago Ave: Curb ramps do not line up with crosswalks; no clear crossing into Bridge Clinic or the Boys & Girls Club

N 2nd St and Lincoln Ave: Curb ramps do not line up with crosswalks; no clear crossing into Bridge Clinic or the Boys & Girls Club

N 2nd St and Park Ave: Curb ramps do not line up with crosswalks; driving too fast; no sidewalk on west side of street north to East Wausau Ave

N 2nd St and East Wausau Ave: No sidewalk on the West side of N 2nd St from Park Ave north to this intersection (near Thrive)

East Wausau Ave: Uninviting access to riverfront; No side walk heading east from 2nd St on south side of East Wausau Ave; broken, cracked and heaved crosswalks/sidewalks from N 5th St to N 6th St

East Wausau Ave and N 6th St: No striped crosswalks; crossings were broken, cracked, heaved; turn angle does not slow traffic; curb ramps were not accessible; trees or plants blocked view of traffic; road was too wide; crosswalk on SE side needs to be relocated

N 6th St and Lincoln Ave: Very narrow curb ramp, crosswalk unsafe

N 6th St and E Bridge St: Existing crosswalks need restriping; curb ramps were broken/cracked/heaved; need a pedestrian signal for north crossing of 6th St; signals did not give enough time to cross the street east to west; signal blocked view

East Bridge St and N 5th St: Island blocks crosswalk, walk signals are too high out of eyeline; diagonal ramps, turn lane could be a problem, drivers did not yield to pedestrians during walk phase

All other (Including input from area organizations):

Director of Bridge Clinic:

We are concerned about the placement of the bus stops; We have a significant concern about the lack of safe crossing areas on Humboldt and 2nd St and the lack of a child safety zone for the Boys & Girls Club.

Recommendations – Short Term:

- Create safe/accessible crossings to Bridge Clinic and Boys & Girls Club (opportunity to create crossing between Lincoln Ave and Park Ave block)
- Repaint existing crosswalks where indicated at intersections
- Implement strategy so encourage drivers to yield to pedestrians during walk phase at East Bridge St and N 5th St
- Lower walk signs to eye level at E Bridge and N 5th Street
- Add Child Safety Zone for Boys & Girls Club

Recommendations – Long Term:

- Install pedestrian signal at N 6th St and E Bridge St
- Fix crossings at East Wausau Ave and N 6th Street
- Fix diagonal curb ramps
- Install audible pedestrian signals along E Bridge Street near bus stops

-Reconfigure intersection of East Wausau Avenue and 6th Street to reduce crossing distances especially on the east side of the intersection, reduce turning speeds, and straighten pedestrian crossings

-Add sidewalks on the west side of 2nd St

-Add sidewalks on the south side of East Wausau Ave

-Reduce street width on East Bridge Street and add a buffer between the sidewalk and street

-Add sidewalk on the north side of the Bridge Street Bridge

Healthy Eating Active Living (HEAL) Coalition Walk Audit

Date: Thursday, July 25, 2019

Location: 17th Avenue/W Garfield Avenue north to Elm Street (Trig's), Wausau

Number of participants: 5

Times: 7:30am and 3:15pm (same route, two different times)

Time	Weather	Pedestrians	Bicyclists
7:30am	66 degrees, sunny	1	0
3:15pm	81 degrees, sunny	3	2

Observations:

- Narrow grass buffer between sidewalk and 17th Ave heading north to 17th and Stewart (trees too small)
- No sidewalk on east side of 17th Ave north and south of Garfield Avenue
- Deep hole in street at 17th Ave and Wegner Rd
- No sidewalk on west side of 17th Ave north of Stewart (by Starbucks)
- Bus stop on east side of 17th Ave north of Stewart (by John Muir) is in the grass
- Confusing and indirect sidewalk routing along 18th Avenue both south and north of Stewart Avenue

Intersections:

17th Ave and W Garfield Ave- Drivers did not yield to us at all (wearing yellow safety vests), seemed to be driving fast, existing crosswalk striping needs repainting, no sidewalk on east side of street (by Marathon Park) and that is where bus stop is located, have to cross 5 lanes with no median or area of refuge, good curb cut outs that line up with crosswalks.

17th Ave and Stewart Ave- Traffic signals made us wait too long and did not give us enough time to cross (walk sign starts flashing two steps into crosswalk); slip lane heading east on Stewart Ave does not slow traffic; took 5-6 minutes to get through intersection; intersection is too wide; no sidewalk on west side of 17th Ave north of Stewart/17th intersection up to 18th Ave

17th Ave and S 18th Ave (by Shopko): No striped crosswalk; S 18th Ave too wide (doesn't need to be 4 lanes); difficulty crossing due to many cars; drivers use this corner as a short cut to avoid the lights at 17th and Stewart

17th Ave and Elm St (by Trig's): Ped buttons too far from sidewalk and in grass, no striped crosswalks, curb ramps were broken or not present; sidewalk started and stopped from Motel 6 to Trig's, unkempt with weeds; no wheelchair access to Trig's except up the parking lot on the Motel 6 side

S 18th Ave and S 18th Ave (by Holiday Station): No striped crosswalks; no ramp in median; no sidewalks to get down to S 18th Ave and Stewart Ave

S 18th Ave and 52 Parkway: Walk button on west side of intersection does not work; road is too wide, traffic signals did not give us enough time to cross the street; no sidewalk on SE corner

S 18th Ave and Stewart Ave: Gap in sidewalk and no curb ramp on NE corner by Panera Bread, no crosswalk on north side of intersection; no crosswalk/curb ramp on east side of intersection to get to the sidewalk on the north side of the driveway east of the intersection.

All other (Including input from area organizations):

-Modern car engines cut out at red lights and are very difficult to hear (we witnessed this)

-Route G is the most used public transit route

-From the director of Adaptive Communities Inc located on 17th Avenue:

They are located on 17th Ave next to the taco place and serve the special needs community by offering daytime programs. They will go on "outings" to places within walking distance and said that crossing the 17th Ave/Stewart Ave intersection is very difficult because the timing of the pedestrian signals is usually not long enough for them to safely get the group across. It's such an issue that they will even sometimes take the bus to the Shopko area which is less than a mile away.

Recommendations – Short Term:

-Fill deep hole at 17th Ave and Wegner Rd (by Walgreens parking lot)

-Fix push button light on west side of S 18th and Stewart Ave intersection

-Make 3 bus stops on east side of 17th Ave travelling north from Garfield, Stewart, and outside John Muir safe and accessible (pavement at drop sites not grass)

-Review timing of lights at 18th Ave/Stewart and 17th/Stewart Avenue—lengthen for pedestrians; consistently review annually or every other year

Recommendations – Long Term:

- Extend median island at 17th Ave and Garfield to give refuge for pedestrians crossing from bus stop over to destination stores
- Consider audible pedestrian signals to navigate these very large intersections with bus stops
- Reduce width of Stewart Avenue
- Consider traffic calming near pedestrian crossings on 17th Avenue
- Add sidewalks along west side of 17th Avenue
- Reduce road width of 18th Avenue and complete sidewalks along 18th Avenue

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Bicycle and Pedestrian Sub-Committee
Minutes – August 22, 2019

Item 5

Members: John Beatty, Tom Mullaly, Brad Sippel, John Nowaczyk, Hooshang Zeyghami
Staff: Andrew Lynch

1. CALL TO ORDER

Meeting called to order by NOWACZYK at 5:30pm

2. WELCOME AND INTRODUCTIONS

3. APPROVE THE MINUTES OF May 23 MEETING

Motion/second by ZEYGHAMI/MULLALY to approve the meeting minutes from the May 23 meeting.
Motion carried by voice vote, no dissent.

4. REPORT ON MEETING WITH CHAMBER OF COMMERCE

LYNCH and NOWACZYK reported on their meeting with the Chamber of Commerce staff in May to relay the committee's suggestions regarding the Chamber Strategic Plan. The Chamber staff is supportive of biking and pedestrian infrastructure for transportation but feel that the terminology used and focus on ultra-endurance events will have a positive impact on attraction to the area.

5. REGIONAL BIKE ROUTE #9 CHANGE REQUEST

A request was submitted by a Wausau resident to change the path of Route 9 in the Southeast Neighborhood in Wausau due to the number of stop signs and road condition. The committee evaluated the request using the previously determined criteria. The change in Route 9 was approved. Staff will make changes to the online maps in coordination with City of Wausau staff moving the signs.

6. WISCONSIN BIKE FEDERATION SUMMIT UPDATE

Updates were provided by Aaron Ruff by email. October 4th is the main day with breakout sessions in the morning and rides in the afternoon. Reception at Whitewater Music Hall from 5:30pm to 9pm. Saturday October 5th will have a brief session in the morning followed by rides throughout the day. Registration information is now available.

7. REGIONAL TRANSPORTATION FUNDING UPDATE

LYNCH provided an update on the transportation funding available from federal and state sources this fall. The MPO distributes funding every two years through the Surface Transportation Block Grant. This year there is approximately \$3.1 million available for projects in the metro area. In addition, the state budget allocated \$75 million in a one-time supplemental grant for multimodal transportation projects. Transportation Alternatives Program grants, which focus on non-auto transportation, are also available with applications due this year.

8. COMMUNITY UPDATES AND AREAS OF CONCERN

Village of Weston: Are looking at filling gaps on Camp Phillips trail.

City of Wauasau: Bikeshare launch expected Sept. 15th.

CWOCC: Ribbon cutting at Ringle trails on Oct 3. CWOCC Board approves use of e-bikes and has released official statement on their website.

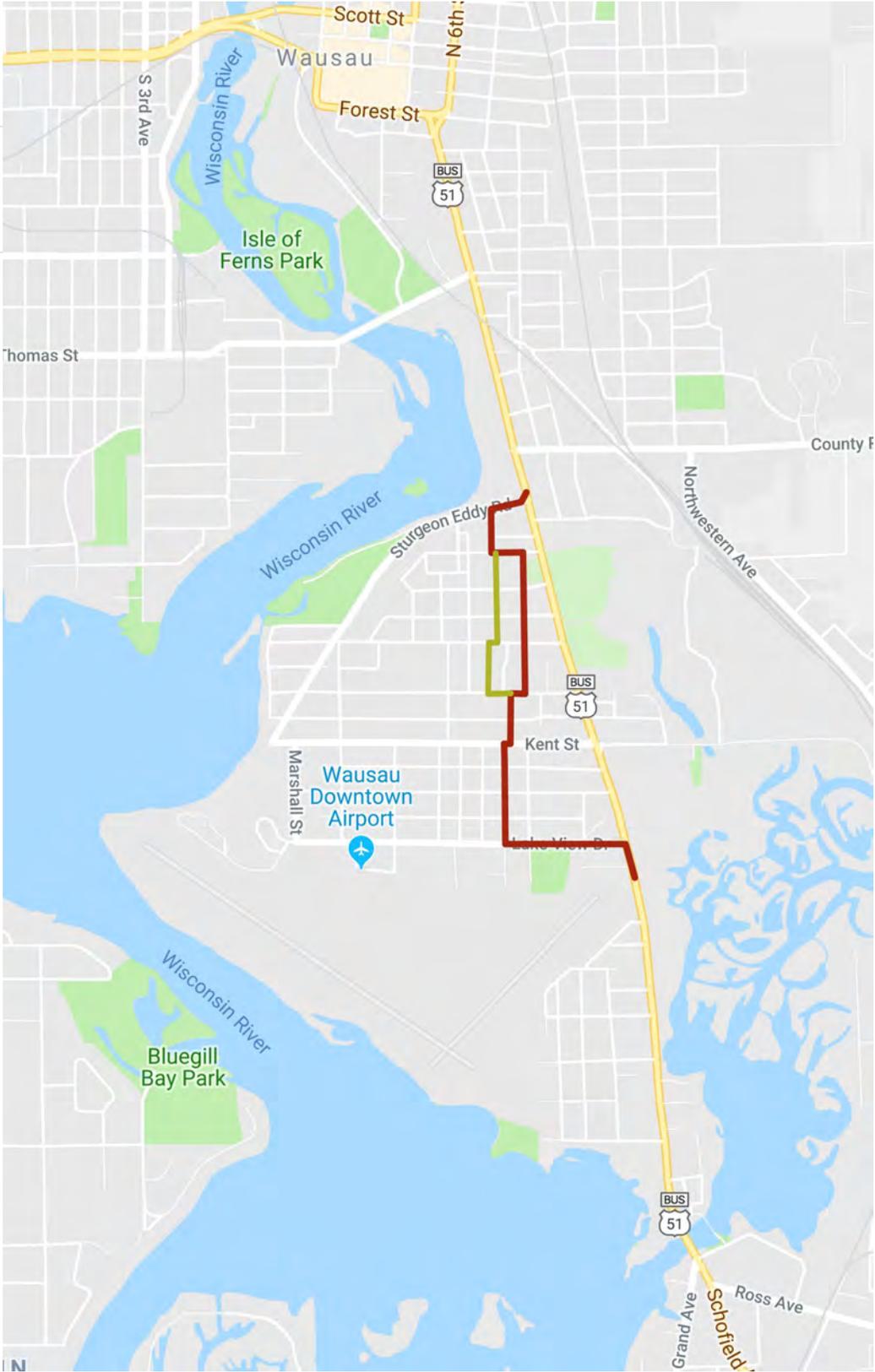
Wausau MPO Bike Route - Proposed Change

Route 9

 Current Route

Proposed Change

 Option 1





Conference Schedule

Thursday, October 3rd

4:00-5:00 Ribbon cutting - Ringle Trail

PeopleForBikes "Draft" Ride

- 6:30 Daly's Restaurant
Jane McCurry - Program Manager, Renew Wisconsin
- 7:30 The Glass Hat
- 8:30 Red Eye Brewing Company
Rod Judd and Tobie De Pauw - PeopleForBikes

Friday, October 4th

- 7:30-8:00 Registration and Networking
- 8:00-8:05 Mayor Mielke welcome address
- 8:05-8:25 Wisconsin Bike Fed - State of the Federation
- 8:30-8:55 Jump Starting Community Projects
Will Kratt - Associate Principal Practice Group Leader, ISG

Breakout Sessions

- 9:00-9:45 Complete Streets - Statewide Panel
Caressa Givens - Bicycle Federation of Wisconsin
or
Community Development - Driven by Health and Wellness
Darrin Wasniewski - Associate State Director, AARP
- 9:55-10:40 IMBA Trail Building 101
Mike Repyak - Director of Planning and Design, International Mountain Bicycling Association
or
Economic Impact - How to Build a Strong Grant Application
Sue Nelson - Program Officer, Community Foundation of North Central Wisconsin

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- 10:50-11:35 Policy Champions and Allies - Roles People Play and What Visions Exist
Jason Brozek, PhD - Associate Professor of Government, Lawrence University
or
Wausau - PlacesForBikes' Best Small City for Bikes
Wausau Host Committee, Planners and Advocacy Team

Reconvene in the Jefferson Room

- 11:45-11:55 Wisconsin Active Together - Live Announcement of New Cities
Jen Gilchrist Walker - Co-Founder Wisconsin Active Together
- 12:00-12:30 Connecting Advocates with Professional Groups - Who Can Help,
When to get Involved and How to Make a Difference
Emily Dieringer - Winnebago County Health Department
- 12:30-1:30 Break for Lunch

Active Sessions

- 1:45-3:45 Wausau River District Tour
or
Sylvan Hill Mountain Bike Park - pump track, 3-mile loop, and more
or
Tour of City Infrastructure - Wausau to Rib Mountain to Cedar Creek
or
Walking Audit

Reception

- 4:00-4:30 Bike Trails/ATV/UTV - Input and feedback session
- 4:45-5:30 PeopleForBikes Presentation - Bicycling Participation & Ride Spot App
- 5:30-9:00 Social Hour

October 5th

- 8:00-noon Wrap up Rides
Road Rides - Wausau and beyond
or
Sylvan Hill Mountain Bike Park - pump track, 3-mile loop, and more
or
Ringle Trail - 10-mile intermediate flow trail