OFFICIAL NOTICE AND AGENDA
of a meeting of the County Board, Committee, Agency, Corporation or Sub-Unit thereof,

COUNTY OF MARATHON
WAUSAU, WI 54403

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION'S BICYCLE AND PEDESTRIAN SUB-COMMITTEE AGENDA

September 24, 2020
5:30 P.M.

LARGE CONFERENCE ROOM
210 RIVER DRIVE, WAUSAU, WI

Marathon County Mission Statement: *Marathon County Government serves people by leading, coordinating, and providing county, regional, and statewide initiatives. It directly or in cooperation with other public and private partners provides services and creates opportunities that make Marathon County and the surrounding area a preferred place to live, work, visit, and do business. (Last updated: 12-20-05)*

Commission Purpose: *The Commission shall be concerned with studies and recommendations relating to activities including but not limited to land-use; natural resources; utilities; and transportation systems within the metropolitan planning area. (Commission Bylaws last updated: 12-18)*

The meeting site identified above will be open to the public. However, due to the COVID-19 pandemic and associated public health directives, Wausau MPO encourages Bicycle & Pedestrian Committee members and the public to attend this meeting remotely. To this end, instead of attendance in person, Bicycle & Pedestrian Committee members and the public may attend this meeting by telephone conference. If Bicycle & Pedestrian Committee members or members of the public cannot attend remotely, Wausau MPO requests that appropriate safety measures, including adequate social distancing, be utilized by all in-person attendees.
Persons wishing to attend the meeting by phone may call into the telephone conference **beginning five (5) minutes prior to the start time indicated above using the following number:**
Phone: 1-408-418-9388
Access Code: 146 959 5795
Password: 1111

If you are prompted to provide an "Attendee Identification Number," enter the "#" sign. No other number is required to participate in the telephone conference.

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

AGENDA ITEMS:

1. CALL TO ORDER
2. WELCOME AND INTRODUCTIONS

POLICY DISCUSSION AND POSSIBLE ACTION:

3. APPROVE THE MINUTES OF THE JULY 23, 2020 MEETING
4. DISCUSSION AND POSSIBLE ACTION ON WAUSAU MPO BICYCLE AND PEDESTRIAN 2015 MASTER PLAN UPDATE: NEW INFRASTRUCTURE RECOMMENDATIONS
5. RIB MOUNTAIN TRILLIUM TRAIL OPENING
6. WINTER BIKING PREPARATION
7. COMMUNITY UPDATES AND AREAS OF CONCERN

8. ITEMS FOR FUTURE AGENDA

9. NEXT MEETING DATE – OCTOBER 22, 2020

10. ADJOURN

Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk's Office at 715-261-1500 or e-mail infomarathon@mail.co.marathon.wi.us one business day before the meeting.

SIGNED_____

PRESIDING OFFICER OR DESIGNEE

848-9361 848-5887

FAXED TO: Daily Herald City Pages

FAXED TO: Mid-west Radio Group - 848-3158

FAXED TO: CenterState Marketplace – 446-2370

FAXED BY: BI

FAX DATE: 09/18/2020

FAX TIME: 10:25 am

FAX BY/DATE/TIME: 09/18/2020 1:32pm

NOTICE POSTED AT COURTHOUSE:

By: _____

Date: _____

Time: _____ a.m/p.m.

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Bicycle and Pedestrian Sub-Committee
Minutes – July 23, 2020

Members: Hooshang Zeyghami, Vice-Chair, Tom Mullaly, Ryan Lichtenwald, Brad Sippel, Dennis Helke
Staff: Andrew Lynch

1. **CALL TO ORDER**
   Meeting called to order by LYNCH at 5:34pm
2. **WELCOME AND INTRODUCTIONS**

3. **APPROVE THE MINUTES OF JUNE 25, 2020 MEETING**
   Motion/second by SIPPEL/HELKE to approve the meeting minutes from the June 25 meeting. Motion **carried** by voice vote, no dissent.

4. **DISCUSSION AND POSSIBLE ACTION ON WAUSAU MPO BICYCLE AND PEDESTRIAN 2015 MASTER PLAN UPDATE: NEW INFRASTRUCTURE RECOMMENDATIONS**
   LYNCH did not have the list of proposed infrastructure ready for the committee. Instead the discussion turned to what kind of criteria should be considered when evaluating projects. Suggested criteria are as follows: connectivity, appropriate level of infrastructure, consider volume of users, identified in local plan, part of a backbone or feeder network, level of traffic stress. These items may be considered at the next meeting with the list of proposed projects.

5. **BIKE/PED CHANGES IN PROPOSED FEDERAL TRANSPORTATION BILL**
   Provided in the packet is a summary of the proposed federal transportation and infrastructure bill that passed in the US House. LYNCH made the point that while this is not the final transportation bill it is a good indicator of where the trends may be shifting. The committee will continue to monitor what will become the eventual federal transportation bill for the impact to walking and biking.

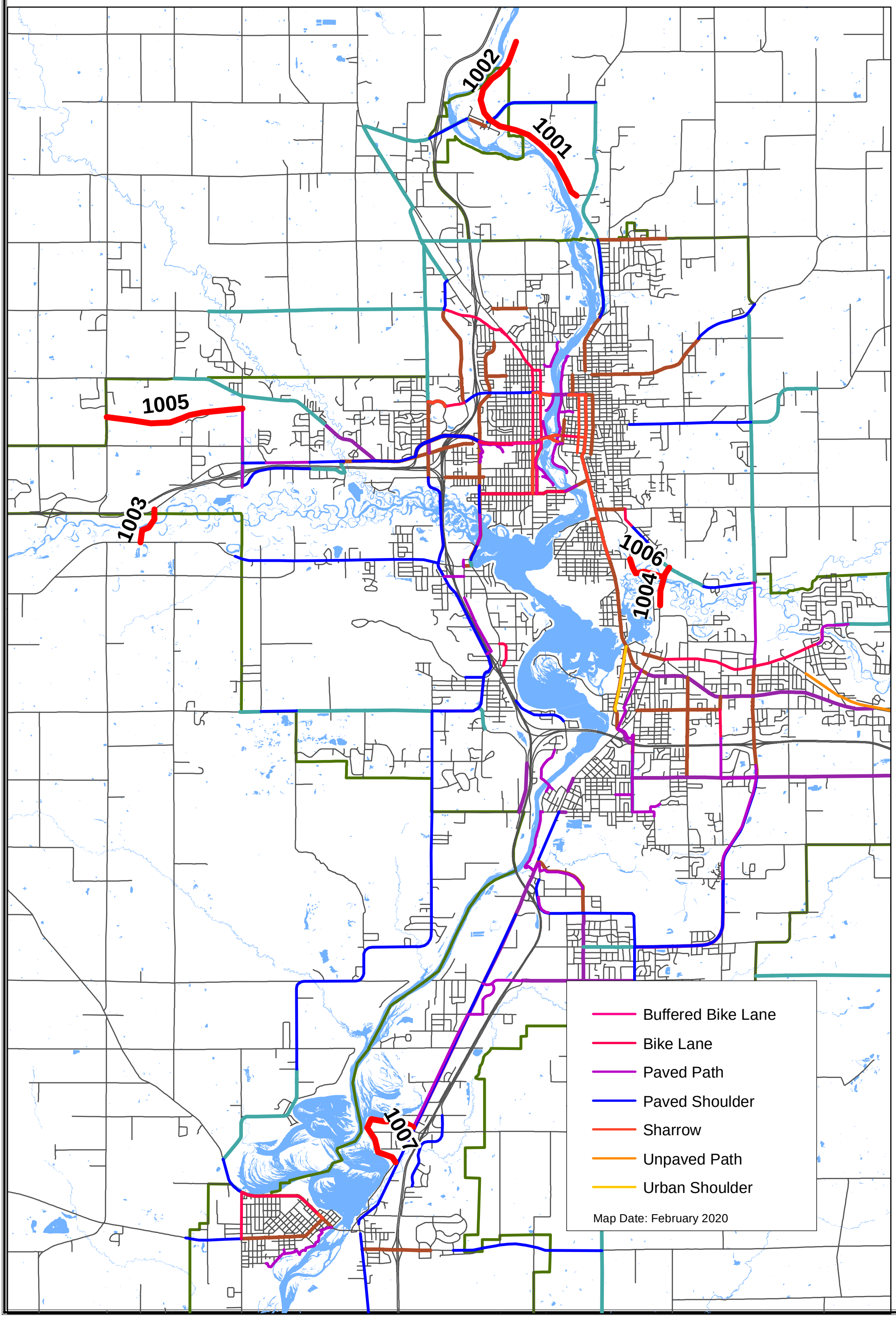
6. **ARTICLE: I'VE SEEN THE FUTURE WITHOUT CARS….**
   The included NY Times opinion article on improved walking and biking environments in a major city was provided to inspire committee members and allow for discussion.

7. **COMMUNITY UPDATES AND FUTURE EVENTS**
   Kronenwetter: Work on the Kronenwetter Drive path and bridge continues. Will be completed soon.
   Wheelers: rides are now in session. Member survey results were 75% in favor of having rides. Group sizes are limited and masks encouraged for stops.
   Wausau: Bike lanes on Scott Street and it seems to have worked well so far. Progress has been positive on a new bikeshare vendor.

8. **ITEMS FOR THE NEXT AGENDA**
9. **NEXT MEETING DATE – TBD**
10. **ADJOURN**
    Motion/second by HELKE/SIPPEL to adjourn the meeting. Motion **carried** by voice vote, no dissent. Meeting Adjourned at 6:45 pm.

Submitted by:
David Mack
Program Manager/MPO Director
Marathon County
Conservation, Planning and Zoning/Wausau MPO

Wausau MPO Bicycle Infrastructure



Wausau MPO B/P Committee
Master Plan Update

Project #	Type	Community	Beginning	End		Notes
1001	Paved Path	Village of Maine	County Road WW (east side of Brokaw)	Marshall Hill Road		Path along RR tracks in WPS trolley right-of-way. Connection to Wausau from Marshall Hill Rd would be along County Road W. This would avoid multiple constraints.
1002	Paved Path	Village of Maine	County Road WW (east side of Brokaw)	Merrill		Much of this project would be outside MPO planning area but the project is overall beneficial to area bike system and provides connections between communities.
1003	Bridge	Marathon County	Packer Drive	County Hwy NN		Improving unsed RR bridge across the Rib River and connecting with paths to Wausau/Stettin and Rib Mountain. Outside of MPO planning area but would provide connections for communities.
1004	Bridge	City of Schofield	Eau Claire River	Northwestern Ave		Bridge would extend path from the end of Grossman St to the north side of Eau Claire River and connect to Northwestern Ave, Kent St in Wausau, and other trails. Could provide an alternate route to Grand Ave.
1005	Paved Path	City of Wausau	72nd Ave	County Hwy O		Path through the Business Park. Connect Path on 72nd Ave to far western border of City and Town of Stettin. More direct route that avoids roads with heavy trucks.
1006	Paved Path	City of Wausau	Eau Claire River	Kent Street		Path through the Eau Claire Conservency area located between the river and Kent Street. This would connect to the Schofield bridge and serve as an alternate to Grand Ave.
1007	Paved Path	City of Mosinee	River Street	Old Hwy 51 path		Provide crucial link between new Kronenwetter path and access to Mosinee.
1008	Policy					Require communities to consider infrastructure for bicycles that would trigger a green light at signalized intersections along the Bike Route system.

Tips for Winter Bicycling

453 Reviews

When winter arrives, you might think that bicycling season is over. But with a little knowledge and practice, winter riding can be highly rewarding.

I started to bike my drive years ago and today wouldn't give it up for the world. Here are my tips to help you share the experience.

Why Ride in Winter?

At first, it might seem to be a daunting activity—bundling yourself up to ride through winter snow, ice, rain or even just cooler temperatures. But give it a chance. I've been a successful 4-season rider for many years now, and I live in Minneapolis. I have never regretted trading my commute by car for a commute by bicycle.

The rewards are many. I never get stuck in traffic. I never have to wait for a tow truck to get a jump-start or change my oil or pay for gas. The peace and solitude of an early morning ride through a light January snow is something that I would never give up.

Regardless of the weather, you benefit greatly by riding a bike more. The exercise alone is an almost unimaginable reward. Instead of sedentary transport by car, the very act of going from place to place by bike gets your heart pumping, blood flowing and the calories burning.

Getting Started

Winter cycling is not an all-or-nothing proposition. You can start slowly and build confidence along the way. Some tips:

- Use public transportation in your town and combine it with a bike ride.
- Drive halfway to work, park and then ride your bike the rest of the way.
- Bike every other day or every third day.

There are 3 main areas to consider when you ride year-round. These are fundamental regardless of where you live, although some become more important in colder, snowier climates.

- You, the rider, need clothing and fuel to keep you warm and give you energy.
- Your bicycle should be properly outfitted and maintained.
- You need to be aware of the skills and obstacles involved. Winter riding calls for slightly different skills than do the warmer months.

Winter Cycling Clothing

The most important aspect of cold-weather riding is your clothing. It's also the area where most first-timers make mistakes. The key rule is to not overdress. Since it is cold outside and there is no engine block kicking out heat, you tend to assume you need a ton of clothes. Wrong. Your body produces plenty of heat and sweat when riding, so you can actually become too hot and sweaty. This can lead to hypothermia and dehydration. When stopped for things such as traffic lights, all that extra heat gets dissipated by cold breezes and can leave you wet and shivering.

Tip: Wear just enough clothes to be slightly cold when you start pedaling. The first few minutes may be chilly, but your body produces a vast amount of heat when riding a bike so you'll warm up quickly.

Base Layer

The goal of a base layer is to keep you dry. Merino wool or any synthetic wicking fiber (such as polyester or nylon/spandex) works well. Cotton soaks up sweat and holds it next to your skin, so avoid that.

Here in Minnesota, I often wear a medium-weight Capilene polyester bottom (with rain/wind pants over them) and a long-sleeve wool jersey top. In my bag, I always carry a lightweight fleece pullover as a just-in-case layer for those days when the wind blows strong from the north. Anything more than this is overkill.

Shop base layers for men

Shop base layers for women

Shop cycling tights and pants

Outerwear

Cycling outerwear generally features a longer cut in the back and the sleeves as well as enhanced venting ability.

- For cold, dry conditions: I have found that a soft-shell jacket makes the best outer layer. A soft shell keeps you warm and dry while allowing a little wind to penetrate—this helps to counter the heat your body produces. In milder conditions, you can get away with just a vest as an outer layer.
- For cool, wet conditions: Riders in rainy areas such as the Pacific Northwest require a good waterproof or water-resistant shell. Look for ample breathability and a longer cut in the back and arms so it won't ride up on you while cycling. Generous vents in the front and along the chest work best, but underarm zips work well, too. Most cycling rain shells come with 2-way zippers, which is a godsend on a bike. They allow you to zip open the jacket from the bottom while covering your arms and upper torso. This is a tremendous way to shed heat.

Shop cycling jackets

Head Coverage

Your head (along with your hands and feet) is prone to getting chilled and losing large amounts of body heat. It is also near impossible to warm up again just with physical activity.

A wool stocking cap (or helmet liner) worn under your helmet is sufficient for most days, with a balaclava or a scarf carried just in case. Just make sure the cap you wear is thin enough to fit under your helmet.

In rainy conditions, a cap with a visor helps to keep your forehead warm and water off your glasses.

Shop hats

Gloves

For milder areas where rain is a factor, wear waterproof gloves. Best are cycling gloves with grippy palms and fingers, since handlebars can get slippery when wet.

Many companies make gloves suitable for cold-weather riding—don't get too hung up on the intended activity of the product. For instance, snowboarding gloves will keep you warm even if you are not snowboarding, but you must make sure you can still safely operate the shift and brake levers.

Tip: I've always had success with cross-country ski gloves that have the lobster claw design. Not quite a glove, not quite a mitten, they have 2 fingers and a thumb so that you have 2 fingers inside of each finger of the glove. You gain the warming properties of mittens by having your fingers together but still have some dexterity since they are not true mittens.

Shop cycling gloves

Footwear

The key to warm feet is to get some extra insulation into your footwear. Clipless bike shoes tend to fit small so all of your power can be transferred to the pedal stroke, but that limits the thickness of socks you can wear. I wear an oversized pair of shoes that I can use with a thick, warm sock. I then slide on a pair of waterproof/windproof booties over those. A good rule of thumb is to go a half size bigger with your shoes.

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If you don't use clipless shoes and pedals, you can wear lightweight, waterproof hiking boots that accommodate thick socks.

Again, avoid cotton. Cotton socks just can't keep you warm when it gets wet, and you will get wet when riding in cold months (think road slush, rain, freezing rain or just the sweat produced from riding).

Shop cycling footwear

Winter Cycling Gear

Winter riding presents a few extra gear challenges that summer rides do not, particularly if you live in snowier climates such as Minnesota.

Bicycle

Winter is tough on a bike's exposed drivetrain. There is just too much sand, salt and debris on the road to keep your chain and derailleur free and working. Gears tend to get mucked up after only a week or so in my (admittedly harsh) area. They can also accumulate slush as you ride, and when the temps drop to well below freezing that slush can start to freeze up when you are stopped at a light. Once that happens there is little to do but find a warm spot to let them defrost.

Even in areas where the temperatures don't get below freezing, the winter months tend to bring on rain. Rain washes dirt and grime onto the road where your wheels will throw it into your bike's drivetrain.

Fortunately, you have a couple of good bike options to keep riding.

- For me, I believe that simpler is better (and in winter, this school of thought almost becomes a law). My choice has been to ride a single-speed track bike for years through the dark and snowy months. While it works well for me, I do sometimes wish I had more gears.
- An exciting, more recent alternative are bikes with internal geared hubs, which are made by a number of companies. These offer the ease of a geared bike but have their moving and shifting parts contained inside the hub, protecting them from the elements. This is a great choice for winter and can save you lots of money that would otherwise get spent on new parts every spring.

If you do choose to ride your multi-speed bike throughout the winter, you should plan to frequently wash and lubricate your drivetrain. Generally, a few minutes each weekend should take care of it.

Avoid riding suspension bikes in really cold temperatures. As the mercury drops, the oils inside the suspension become less fluid-like and more like, well, glue. Front suspensions can start to feel heavy and slow. Rear suspensions won't snap back as fast and, since they tend to be exposed, they also start to accumulate sand and debris. Again, simpler tends to be better, so I avoid suspension systems altogether.

See my post-ride maintenance tips below.

Shop bicycles

Bike Tires

Winter means slush or rain in many areas of the country, so be sure your tires offer a good grip on wet surfaces—that's the most important thing. It's also a good idea to run them at a lower pressure than you would in the summer. Just like with a car tire, reduced pressure makes a bike tire squish out a little bit and gain better traction. In the summer, I run my road tires at around 120 psi, but in the winter I drop it down to between 90 and 100 psi.

For snowy roads, some people like mountain bike tires—big, fat, knobby ones—to gain more traction and float over the slush, snow, sand and grit below. This is an option, but it actually can make riding harder because you gain more friction from the increased surface area of a wider tire.

I've found that skinny tires, such as those in the 700x28 range, sink through the loose top layers of snow and slush to provide a better grip on the pavement below. This concentrates your weight over a smaller area and pushes the tire down to the pavement.

For really nasty conditions, you can find a few companies out there who make studded tires for both road and mountain bikes. These offer little metal projections protruding from the tire every inch or so. They are basically a built-in traction device for riding through snow and over ice. They work well—much like studded tires do on a car.

Shop bike tires

Bike Lighting

Daylight is fleeting in the winter. Assume that you will always be riding in darkness and have bright lights for both the front and back of the bike. I use 3 LED lights—a white one in the front and 2 in the back—plus I put one on the tail of my bike and another on the bag I carry. While I don't use them all the time—even Minnesota isn't dark and cloudy every day in the winter—I do use them much more than I do during the summer.

Look for the brightest bike lights you can find, preferably those that cast a wide viewing angle. Rechargeable lighting systems work the best but are pricey. The less-expensive clip-on variety work well, too. Just keep the batteries fresh so they are at their brightest, and get the lights with the widest viewing angles and beams you can find.

Tip: Visibility is important for safety. It sounds like a basic idea but, on a snowy January afternoon, you might not realize how much you can fade into the whitewashed landscape. In general, I find that cars are much more respectful of keeping their distance in the winter months, but do all you can to help them see you even if it's not dark yet.

Shop bike lights

Fenders

Tires are guaranteed to throw slush, snow or rain up at you. Even if you're covered in Gore-Tex garments, the cold liquid will get heavy and start to pull heat away from your body. Fenders don't have to be extravagant, just basic enough to keep spray from hitting you. Front fenders should reach a couple of inches in front of and behind your fork. Rear fenders should either be full length or, if a clip-on variety is used, have the ability to angle up to compensate for less length.

Shop bike fenders

Bags and Panniers

If your bike commute is farther than a couple of miles, you're probably going to need to carry work clothes. There are 3 options for this: backpacks, messenger bags or panniers.

For winter riding, I like to use a waterproof backpack. It offers a slim profile and a stable 2-strap configuration. A messenger bag has a single strap and, if not loaded carefully, can shift around and throw off your balance. This can be a nightmare when the ground is wet or snowy. Panniers are good but they do make your bike a little wider. This can be a concern when riding in winter because it's best to stay farther out from the curb then you would in the summer—which means that you are closer to cars than normal (more on this in the Winter Riding Skills section).

Shop bike bags and panniers

Hydration and Food

It's easy to forget to hydrate yourself in the winter months. While the cooler temps may not make you feel like you're dehydrating, the reality is that biking is an aerobic activity and the outside temperature has little effect on the amount of water your body loses. Keep in mind that your winter clothing traps more heat, thereby increasing your body temperature and causing you to sweat more. Also, the atmosphere tends to be drier in winter, pulling more moisture out of your body with every breath. In summer, if you start to feel thirsty you haven't drank enough water. In winter, you can reach dehydration long before you start to feel thirsty. Drink up.

Food is another key to your winter cycling comfort. Without sufficient food intake, your body doesn't have the right kind of fuel to produce heat or energy. In warmer climates, lack of food causes you to tire easily and lose power, but in cold conditions it can make staying warm next to impossible. Eat a meal or have an energy snack before you head out.

Shop energy food

Winter Riding Skills

Now that you're properly outfitted, fueled up and have your bike lights happily blinking away, what's next? Let's talk about winter biking skills and obstacles.

Lane Position

In winter, one of the most dangerous places to ride is right up next to the curb. Here's why and how to avoid it.

- In snowy climates, the immediate curb area is where snow accumulates, gets plowed over, melts, freezes and generally becomes an uneven mess of ridges, road debris and ice. Seek out the pavement or just far enough away from the curb to stay off of this dangerous mix.
- Cars tend to give you a wider berth in winter, so don't fear taking up a lane. Safety is more important than convenience. If you can't take the lane for any reason, then find the most untracked snow you can and take it a little slower.

- In wet or cool conditions, the immediate curb area is where broken glass, bits of rusted metal from cars and general road debris build up as the rain washes it to the shoulder.

As with your spring-through-fall rides, you should always ride predictably. Limit any sudden or erratic movements and use hand signals when turning or changing lanes.

Body Position

Stay relaxed. With locked knees and elbows, you might find that a little ice ball or parts of a busted muffler can be enough to send you toppling to the ground. Instead, stay loose and use your legs to absorb any motion created by running over ice ridges, road debris or similar dangerous areas. Be alert and ready to swerve around broken glass or other tire-destroying monsters.

Snow and Ice Considerations

Watch out for areas with melted snow. Snow often melts in the sunlight but refreezes in lower temps or as the sun sets. These are likely places to find black ice, which, as with auto driving, is probably the single most dangerous aspect of riding a bike in below-freezing conditions. Don't freak out. Just ride slowly and steadily through it; if your tires slip, go with it. The good news is that your bike is likely going slowly and you have a few extra clothes to help pad a fall. I have fallen several times due to black ice but by being aware of these areas and riding slowly, I have never done more than bruise my ego.

Cool and Dry Conditions

In milder areas, you have less to worry about in the way of ice or road debris. But the same riding techniques apply: ride loosely and proactively, watching out for anything dangerous to your wheels and body. Ride as close to the curb as is safe, which due to road debris is not necessarily as close as is possible. Always pay attention and know what is around you at all times. Make yourself visible with lights and reflectors.

Post-ride Maintenance Tips

With all the muck on the road, any bike will soon start to squeak, click and clatter. The more moving or exposed parts, the more places that sand, salt and dirt can gather and affect performance. By minimizing rust and dirt accumulation, you'll keep everything much happier and smoother. To do so, get in the habit of cleaning your chain and drivetrain after almost every ride. A chain cleaner, rag and an old toothbrush are all you need. Just clean it up and regrease it with a chain lube designed for wet/dirty climates. Wipe down your brakes after snowy or dirty rides and make sure the contact surfaces with the wheels are clean.

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