

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

November 12, 2019
1:00 P.M.

ROOM 5
212 RIVER DR., WAUSAU, WI

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: 6-12-08)*

Transportation Technical Advisory Committee (TAC): *Gaylene Rhoden, Randy Fifrick, Tim Vergara, Keith Donner, Jeff Gates, Mark Thout, Brad Lenz, Rebecca Frisch, Dave Mack, Andrew Lynch, Darryl Landeau, Jim Griesbach, Greg Seubert, Richard Downey, Christopher Johnson, Scott Turner, Keith Rusch, Brian Grefe, Eric Lindman, David Eckmann, James Kuehn, David Meurett, Gary Olsen*

Agenda Items:

1. CALL TO ORDER AND INTRODUCTIONS;
2. PUBLIC COMMENT;

Policy Discussion and Possible Action:

3. APPROVE MINUTES OF THE AUGUST 13, 2019 TRANSPORTATION TAC MEETING;
4. SURFACE TRANSPORTATION PLANNING-BLOCK GRANT PROJECT SELECTION;
5. COMMUNITY "DIG ONCE" POLICY – MELINDA OSTERBERG, UW-EXT;
6. VILLAGE OF KRONENWETTER OLD HIGHWAY 51 MULTIUSE TRAIL;
7. NEXT MEETING DATE – TO BE DETERMINED;
8. 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 261-1500. For TDD telephone service, call the EMPLOYEE RESOURCES DEPARTMENT at 261-1453.

SIGNED 
PRESIDING OFFICER OR DESIGNEE
NOTICE POSTED AT COURTHOUSE:

FAXED TO: Daily Herald (848-9361) City Pages (848-5887)
Mid-west Radio Group (848-3158) TPP Printing (223-3505)
FAXED BY: BI
FAX DATE/TIME: 2:30 pm

By: _____
Date: _____
Time: _____

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION
Transportation Technical Advisory Committee
Minutes – August 13, 2019

Transportation Technical Advisory Committee: Dave Mack, Steve Kunst (for Rhoden), Jeff Gates, Randy Fifrick, Dave Meurett, Mark Thout, Brad Lenz, Michael Wodalski, Gary Olsen, Kevin Lang, Darryl Landeau

Others: Andrew Lynch, Brenda Iczkowski, John Robinson, Jim Kuehn, Melinda Osterberg

1. Call to Order / Introductions

The presence of a quorum, the agenda being properly signed and posted, the meeting was called to order by Commission Chairperson Robinson for Chairperson Frisch at 1:05 p.m., Room 2, 212 River Drive, Wausau, Wisconsin.

2. Public Comment - NONE

3. Approve Minutes of the June 11, 2019 Transportation TAC meeting

Action: MOTION / SECOND BY FIFRICK / KUNST TO APPROVE THE MINUTES OF THE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE JUNE 11, 2019 MEETING. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

4. Functional Classification Changes – Wisconsin Department of Transportation

Discussion: Included in the packet is a map and spreadsheet of the functional classifications that WisDOT, the City of Wausau, and MPO staff have been working on. The spreadsheet gives the location, description current functional class, recommended functional class, ADT, length in miles, and justification for the segment change. Muerett briefly explained the changes on the spreadsheet for North 5th Street, Business 51 and Highway 52 that are being proposed to be principal arterial. McIndoe Street, Fulton Street and North 1st Street proposed to be collectors. North 2nd Street to 3rd Street to be vacated. McIndoe Street from 2nd Street to 3rd Street being vacated. Portions of Franklin Street and 4th Street be local streets.

Action: MOTION / SECOND BY FIFRICK / GATES TO APPROVE THE FUNCTIONAL CLASSIFICATION SYSTEM AMENDMENT TO SEND TO THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION FOR APPROVAL. MOTION CARRIED BY VOICE VOTE, NO DISSENT.

Follow Through: STAFF TO PRESENT THE FUNCTIONAL CLASSIFICATION CHANGES TO THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION FOR APPROVAL.

5. Community “Dig Once” policy technical discussion

Discussion: At the last Metropolitan Planning Commission meeting, the Dig Once policy was discussed. The dig once policy is a method to improve and enhance communication with utilities and others prior to reconstruction or resurfacing projects. The policy is part of the strategic plan for Marathon County to research when fiber is put down and to be more proactive. Osterberg spoke with Brian Olm, a Wisconsin Land Use attorney in Madison, and the county has the authority to proceed with moving forward on the policy. As long as all utility companies are treated equally there isn't a need to have a permit for work in the right away related to Broadband.

Action: FOR INFORMATIONAL PURPOSES ONLY

Follow Through: Staff will continue to research the policy in other communities.

6. Next Meeting Date –

Action: Staff will determine if a meeting is needed next month.

Follow Through: A meeting will be scheduled when needed.

7. Adjourn

There being no further business, **MOTION / SECOND BY GATES / OLSEN TO ADJOURN THE MEETING AT 2:00 PM. MOTION CARRIED VOICE VOTE, NO DISSENT.**

Submitted by:

David Mack, MPO Director

For Rebecca Frisch, MPO TAC Chair

Marathon County Conservation, Planning and Zoning

BI

Wausau MPO - STBG Scoring - 2019

Sponsor Community	Project	1		2		3		4		5		6		7		8		TOTAL	RANK					
		KEY COMPONENT OF TRANSPORTATION	Impact on region	SYSTEM CONDITION	PROJECT COORDINATION	SAFETY	CONGESTION	FREIGHT	MULTIMODAL	ENVIRONMENTAL JUSTICE														
		Functional Classification		Rating from Application	2+ Communities working together	Does the project create safer conditions?	FHWA crash calculation; only for projects that will create safer conditions.	LOS Current condition	Local testimony	Within 1 mile of freeway system/interchange	Facilitates access to industrial or concentrated commercial area	Complies with Federal Regulations on accommodations and delivers context-sensitive design	Project is identified in MPO Bicycle and Pedestrian Plan or addresses a significant need.	Project is in an identified EJ area. >10% minority <= \$25,750 family census block group										
		Arterials = 2, Collector = 1	Regional = 2	Weighted Score (Sum x 20%)	<5 Score = 2, 5-7 Score = 1, 7+ = 0	Weighted Score (Sum x 15%)	Y = 2, N = 0	Weighted Score (Sum x 10%)	Same profile = 0, Some improvements = 1, Major improvements = 2	Highest incidence = 2, 2nd highest = 1	Weighted Score (Sum x 20%)	D = 2, C = 1, B-A = 0	Max of 1 point	Weighted Score (Sum x 5%)	Y = 1, N = 0	Y = 1, N = 0	Weighted Score (Sum x 10%)	Complies with Fed Regs = 1, Context-sensitive design = 1	Project is identified in Plan = 2	Weighted Score (Sum x 15%)	Project location in an EJ area = 1	Weighted Score (Sum x 5%)		
Marathon County	CTH N	2	2	0.8	1	0.15	0	0	0	0	0	0	0	0	1	0	0.1	1	0	0.15	0	0	1.2	6
City of Wausau	Stewart Ave	2	2	0.8	2	0.3	2	0.2	1	0	0.2	0	0	0	1	1	0.2	2	2	0.6	1	0.05	2.35	1
Town of Rib Mountain	Lilac Ave	1	2	0.6	2	0.3	0	0	2	0	0.4	0	1	0.05	1	1	0.2	2	2	0.6	0	0	2.15	2
Town of Wausau	Evergreen Road	1	0	0.2	2	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.05	0.55	7
Village of Rothschild	Military Road	1	2	0.6	2	0.3	0	0	2	0	0.4	0	1	0.05	0	0	0	2	2	0.6	0	0	1.95	4
Village of Weston	Birch Street	1	0	0.2	1	0.15	0	0	2	2	0.8	0	0	0	1	0	0.1	2	2	0.6	0	0	1.85	5
City of Mosinee	Rangeline Road	1	0	0.2	2	0.3	0	0	1	1	0.4	0	0	0	0	0	0	2	0	0.3	0	0	1.2	6
City of Mosinee	Main Street	2	2	0.8	2	0.3	0	0	1	0	0.2	0	0	0	0	1	0.1	2	2	0.6	0	0	2	3

Muni	Project	Points	Rank
City of Wausau	Stewart Ave	2.35	1
Town of Rib Mountain	Lilac Ave	2.15	2
City of Mosinee	Main Street	2	3
Village of Rothschild	Military Road	1.95	4
Village of Weston	Birch Street	1.85	5
Marathon County	CTH N	1.2	6
City of Mosinee	Rangeline Road	1.2	6
Town of Wausau	Evergreen Road	0.55	7

Wausau MPO STBG Scoring - Crash Rate Calculation - 2019

Sponsor Community	Project	#Crash*	AADT (highest)	Years	Segment Length	R	Eligible	Rank
Marathon County	CTH N	4	12300	5	1.5	11.9		5
City of Wausau	Stewart Ave	1	4800	5	1.5	7.6	7.6	6
Town of Rib Mountain	Lilac Ave	1	2700	5	0.43	47.2	47.2	3
Town of Wausau	Evergreen Road	0	1200	5	1.6	0.0		7
Village of Rothschild	Military Road	0	1000	5	0.2	0.0	0.0	7
Village of Weston	Birch Street	1	1300	5	0.4	105.4	105.4	1
City of Mosinee	Rangeline Road	1	1300	5	0.7	60.2	60.2	2
City of Mosinee	Main Street	3	4500	5	1.3	28.1	28.1	4

*using Injury, Severe Injury, Fatality

R = Roadway Departure crash rate for the road segment expressed as crashes per 100 million vehicle-miles of travel,

C = Total number of roadway departure crashes in the study period

V = Traffic volumes using Average Annual Daily Traffic (AADT) volumes

N = Number of years of data

L = Length of the roadway segment in miles

$$R = \frac{C \times 100,000,000}{V \times 365 \times N \times L}$$

FHWA Roadway Departure Calculation https://safety.fhwa.dot.gov/local_rural/training/fhwasa1109/app_c.cfm

Potential Development of a “Dig Once” Policy for Marathon County

Background

The Wausau MPO Technical Committee has discussed development of a “Dig Once” policy at several meetings. To recap this discussion:

The first discussion was related to the general principals of a dig once policy to facilitate the installation of conduit and associated broadband infrastructure. Recognizing that broadband is a priority within the 2018-2022 Marathon County Strategic Plan and that dig once policies seek to lower the financial barriers to broadband expansion by coordinating the installation of conduit, fiber and other related infrastructure with planned road improvements.

The Committee reviewed and discussed a model ordinance drafted by the Northeast Colorado Association of Governments and contained in the 2016 Minnesota Governor’s Task Force on Broadband Annual Report. Members of the Committee expressed concern about the legality of such an Ordinance or policy in Wisconsin.

Brian Ohm, University of Wisconsin-Madison land use law expert provided an opinion that dig once policies are generally feasible in Wisconsin so long as all utility purveyors are subject to the same permit processing requirements.

The Committee requested additional information, perhaps an example from a Wisconsin community that has established a “dig once” policy.

The City of Eau Claire established the following policy in 1991:

Excavation in new streets limited. After completion of any permanent improvement or repaving of any street, alley or public place, no permit shall be issued to open, cut or excavate said pavement for a period of 5 years after the date of completion of the pavement improvement or repair unless, in the option of the director, an emergency exists which makes it essential that the permit be issued.

I contacted the City of Eau Claire Public Works Department to determine if the policy had been overly burdensome. The City responded that:

In regards to your questions on our municipal code for the moratorium on a newly constructed street, I do feel that the policy has worked quite well overall.

It does help that when a street is planned for reconstruction, utility companies such as Xcel will go in ahead of time and perform any work or upgrades of service for residents as they wish, so therefore any need to cut back into the street after the project is finished is distractedly reduced.

One of the best examples nationally of a dig once is in Dakota County, Minnesota. The County established a one stop shop for right of way permits (all permitting in incorporated and unincorporated areas is coordinated by the County). The County requires fiber to be laid with all trenching and has fiber readily available for installation. The award winning County permit website can be viewed at: <https://www.co.dakota.mn.us/Permits/HighwayPermits/RightOfWay/Pages/default.aspx>

Items for Consideration and Future Discussion

- Does the MPO Technical Committee want to investigate development of a Dig Once Policy?
- What is the main goal of the policy?
- Who does the policy apply to?
- Does the policy require attendance at an annual meeting? Submittal of as built plans? Or disincentives for non-participation?



OLD HIGHWAY 51 BIKE/PED PATH

-  Phase 1 (Kowalski to Flanner)
-  Phase 2 (Flanner to Maple Ridge)







