



MARATHON COUNTY METROPOLITAN PLANNING COMMISSION'S

BICYCLE & PEDESTRIAN SUB-COMMITTEE AGENDA

Date & Time of Meeting: **Thursday, December 4, 2025, at 1:00pm**

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



Members: John Beatty, Eric Donaldson, Carrie Edmondson, Jami Gebert, Darryl Landeau, Dave Meurett, Mark Thuot, Ryan VanDeWalle, Tim Vergara, Hooshang Zeyghami, Aaron Anklam, Laurie Miskimins

The meeting site identified above will be open to the public. Instead of in person attendance, Bicycle & Pedestrian Sub-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 2, 2025, Bike/Ped Sub-Committee Meeting**
- 3. Educational Presentations and Committee Discussion**
 - A. Bicycle Friendly Community (BFC) Application
 - B. MPO Bike Routes & Map Update
 - C. Community Wide E-bike Ordinance Discussion
 - D. Bike Share Program
 - E. Bicycle Passport
 - F. Meeting Frequency - next 6 months
- 4. Next Meeting Date & Time, Announcements, and Future Agenda Items**
 - A. Next Meeting Date & Time – Thursday, 1:00pm, TBD
 - B. Future Agenda Items – Bike Map, BFC Application, MPO Bike-Ped Plan
- 5. 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: 12/1/2025

EMAIL TIME: 8:30am

SIGNED: 

PRESIDING OFFICER OR DESIGNEE

NOTICE POSTED AT COURTHOUSE:

BY: _____
DATE & TIME: _____



**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION'S
BICYCLE & PEDESTRIAN SUB-COMMITTEE MEETING MINUTES
October 2nd, 2025**

Meeting Attendance: Aaron Anklam, Laurie Miskimins, MaKayla Galecki, Stu Carr, Mark Thuot (City of Schofield), Carrie Edmonson (City of Wausau), John Beatty (Village of Rib Mountain), Jami Gebert (Village of Weston), Hooshang Zeyghami (Village of Weston) Darryl Landeau (NCWRPC), Eric Donaldson (Village of Kronenwetter), William Bertram (Greater Wausau Prosperity Partnership).

1. Call Meeting to Order

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

2. Approval of Minutes: July 23, 2025, Bike/Ped Sub-Committee Meeting

Action: Motion/Second by Zeyghami/Beatty to approve July 23, 2025, MPO Bike/Ped Minutes with correction from Eagle Park to DC Everest Park. Motion carried by voice vote, no dissent.

3. Educational Presentations and Committee Discussion

A. Transportation Alternatives Program (TAP) Projects

Discussion:

Anklam discussed that three applications were submitted. The MPO does not pick the projects to fund, just recommends to the Wisconsin DOT the rank/priority of the projects based on previous criteria adopted by the MPO. MPO staff will make a recommendation to the MPO Planning Commission on the ranks and the MPO Planning Commission will take action to send final rankings to Wisconsin DOT. The MPO Bicycle and Pedestrian Committee will be allowed to submit additional comments on the TAP projects to the MPO Planning Commission.

Anklam asked applicants that were present to provide a brief overview of their projects.

Village of Weston: Safety and crossing improvements for a location/intersection near a school and previously identified in a Safe Routes to School plan; also improving access across Camp Phillips Road.

City of Wausau: Multi-use trail section completing another connection in the Wausau Business Campus area.

Village of Rothschild: Off-street multi-use path between Alderson and Volkman; likely will be linked with roadway improvements in the area and connect to other sections of multi-use paths in the area.

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B. Bike Counters Update

Discussion:

Anklam gave an update on where counters have been installed for the fall, noting that they would be picked up in late October or early November and the data shared with municipalities who requested the counts. Miskimins noted that the intention is still to add counters that can count bicycles and/or pedestrians on roadways to the MPO equipment inventory and make them available next year for use.

It was suggested that Strava data could assist in identifying good locations to collect future bicycle data. It was also suggested that a future count on Ross Avenue, when counters are available that discern between bicycles, walkers, and vehicles, would be helpful.

C. Bicycle Friendly Community (BFC) Application

Discussion:

Galecki presented some background on the Bicycle Friendly Community Application including what was required to apply before and the effort that would be needed to apply again. It was noted that there may not be a lot of new efforts, etc. to add to the application but that it is probably worth re-applying. The MPO staff would take the lead but would need a lot of information and input from the MPO communities.

Suggestions included asking the League of American Bicyclists to pre-vet an application before submitting, contacting successful communities for copies of their applications, and attending the Wisconsin Bike Fed Health Communities Summit in April 23-24, 2026, in Wausau for help, resources, etc.

At the December meeting, MPO staff will bring more application information, including the type of information and help we would like from the MPO communities to complete the application. The deadline is June 17, 2026.

Discussion:

D. MPO Bike Routes & Map Update

Discussion:

Galecki, Carr, and Miskimins went over timeline and elements of the bicycle map, timeline to launch, and needs/data/inputs from the MPO Communities. MPO staff need digital or marked-up maps with existing bicycle infrastructure (lanes, separated paths, sharrows) in the next couple of months. Staff will continue to workshop with the group other elements to add to the map, with a goal to have a beta version for review in spring and an updated version for Bike Month in May 2026.

Suggestions and considerations for the map included:

- Looking at the GWPP Bicycle Master Plan that identifies bicycle gaps.
- Identify if/how to display future bicycle projects on the map.

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- Look at Village of Weston data they are collecting on “where do you want bikes.”
- Consider long-term where the map will live as it relates to marketing the region, etc. Look at Bozeman, Montana example.

E. Bicycle Passport

Discussion:

Galecki presented a new initiative idea for next year that would promote bicycling in the MPO region by creating an experience or a challenge that people can take part in. It can be scaled in terms of how it is set-up and how people can participate, but it would be an opportunity to promote active transportation and regional economy and tourism at the same time. Ideally, we would try it out next year along with the launch of an updated Bicycle Map.

The GWPP is also looking into doing something bigger for the region, and we may be able to partner up in that effort. MPO staff will continue to develop and bring back for further consideration.

4. Next Meeting Date & Time, Announcements, and Agenda Items for Next Meeting Date

A. Next Meeting Date and Time – Thursday, December 4th, 2025, 1:00pm

B. Future Agenda Items – Bike Map, Bike/Ped Plan Discussion, Fixations Improvements

5. Adjournment

Action: There being no further business before the members, Motion/Second by Zeyghami/Edmonson to adjourn the meeting of the Marathon County Metropolitan Planning Commission Bicycle and Pedestrian Sub-Committee at 2:15p.m. Motion carried by voice vote, no dissent.

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



Bicycle Friendly Community (BFC)

Can be found here:

https://docs.google.com/document/d/1Vy1_Bf7Gb6L4E9Q72swAUfPYjJvdV0rHxyDz_mYexi8/edit?tab=t.0#heading=h.hifqphf5ofrp



FINAL OVERVIEW

G1. What are the *top three* reasons your community has made bicycling a priority?

Click up to three.

- Improved quality of life
 - Improving public health
 - Community connectivity
 - Provide affordable transportation options
 - Reduce car-parking demands
 - Climate change/environmental stewardship concerns
 - Decrease traffic congestion
 - Increase tourism
 - Increase property values
 - Cooperation with adjacent communities
 - Public demand
 - Economic development
 - Support Smart Growth or other growth management goals
 - Traffic and bicycle/pedestrian safety
 - Meet local or state requirements
 - None of the above
-

G2. Briefly describe the most positive outcome of your community's support for bicycling. (250 word limit)

G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community? (250 word limit)

G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly? (250 word limit)

G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community? (500 word limit)



BICYCLE FRIENDLY COMMUNITY

Bicycle Friendly Community 2026 Application Preview

G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5? (250 word limit)

G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community? (250 word limit)

G8. Optional: What other communities do you look to as peers or comparable role models for your community? (This may be local neighboring communities or communities elsewhere in the nation or the world.)

G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

- Yes
- No

G10. How did you hear about the Bicycle Friendly Community program?

G11. Are you interested in learning more about potentially having the League come to your community to host a Bicycle Friendly Community Workshop in the coming year?

- Yes
- No

The League is currently exploring a fee-for-service model where communities that have recently applied to the BFC program could pay to have the League come to your community and host a 1-3 day in-person workshop, which would include a group bike audit, a deep-dive into your Report Card and feedback across the 5 Es, and Action Planning for improvements. If you check “yes” above, we will reach out with additional information later in 2026 as it becomes available.

DRAFT

VILLAGE OF ROTHSCHILD

MARATHON COUNTY, WISCONSIN

AN ORDINANCE AMENDING THE CODE OF THE VILLAGE OF ROTHSCHILD PART II GENERAL LEGISLATION, AMENDING CHAPTER 217 BICYCLES, E-SINGLE WHEEL, E-MULTI WHEEL USE AND GAS-POWERED VEHICLES

The Village Board of the Village of Rothschild, Marathon County, Wisconsin, do ordain as follows:

Section 1: PART II GENERAL LEGISLATION, CHAPTER 217 BICYCLES, E-SINGLE WHEEL, E-MULTI WHEEL USE AND GAS-POWERED VEHICLES of the Code of the Village of Rothschild is hereby amended with new language underlined and deleted language ~~stricken~~ to provide as follows:

§ 217-1 Definitions.

An e-bicycle are bicycles that have a maximum output of 750w and have pedals that propel the bike with human power. E-bicycle operators must possess a valid driver's license.

~~§ 217-2 Registration required.~~

~~It shall be unlawful for any person to operate a bicycle upon any street in the Village of Rothschild unless said bicycle is registered and tagged as herein provided.~~

§ 217-3 Application for registration; identification tag, transfer of ownership.

Registration ~~shall~~ may be made by filing with the Police Department the name and address of the owner, together with a complete description of the bicycle, on forms provided by said Department and paying a registration fee set by the Village Board. Registration shall be serially numbered and kept on file in said Department as a public record. Upon such registration, said Department shall cause an identification tag to be affixed to the bicycle registered, serially numbered to correspond to the registration number. Such tag shall remain affixed to the bicycle unless removed by said Department for cause. In case of theft or loss, a duplicate tag shall be issued for a fee of set by the Village Board. The identification tag shall remain with the bicycle upon any transfer by the registered owner. Upon transfer, if the new owner is a resident of the Village of Rothschild, the bicycle shall be reregistered for a fee set by the Village Board.

~~§ 217-4 Suspension of registration.~~

~~No bicycle shall be registered which is in unsafe mechanical condition. The Village Chief of Police shall have the authority to suspend the registration of and remove the identification tag from any bicycle operated contrary to any state law or Village ordinance or operated while in an unsafe mechanical condition, such suspension and removal to continue for a~~

~~period not to exceed 10 days, provided that such registration shall not be reinstated or such identification tag be replaced while such bicycle is in an unsafe mechanical condition. Such suspension and removal shall be in addition to the other penalties provided hereunder.~~

~~§ 217-5 Removing, defacing or destroying identification tag.~~

~~No person shall willfully remove, deface or destroy any such identification tag.~~

~~§ 217-6 Report of change of ownership or dismantling.~~

~~Within 10 days after any bicycle registered hereunder shall have changed ownership or been dismantled and taken out of operation, the person in whose name the bicycle has been registered shall report such information to the Police Department. In case of change of ownership, the registration shall thereupon be changed to show the name of the new owner. In case of dismantling and taking out of operation, the registration shall be cancelled and identification returned to the Police Department.~~

§ 217-7 Standards for operation.

- A. No person shall ride or propel any bicycle upon any public sidewalk or thoroughfare of the Village set apart for pedestrians, except within the Village limits immediately adjacent to U. S. Business 51 where bicycles may be ridden on the sidewalk. No person shall ride or propel any bicycle upon any public street, alley, boulevard or sidewalk of the Village in such manner as to interfere with the rights of other persons using such street, alley, boulevard, or sidewalk.
- B. No person shall ride or propel a bicycle or e-bicycle upon any public street, highway, boulevard, sidewalk, or alley except in a careful and prudent manner, nor shall any person propel or operate a bicycle upon any public street, highway, boulevard, sidewalk, or alley while carrying thereon more persons upon such bicycle than it is designed and equipped to seat safely.
- C. No bicycle shall be ridden upon any public street, highway, boulevard or alley at a speed faster than is reasonable and proper under traffic conditions at the time, and every bicycle shall be operated with due regard to the safety of the operator and other persons upon the streets, highways and alleys of the Village.
- D. No person shall ride or propel any e-single wheel, e-multi wheel use and gas-powered vehicles on any public sidewalk or thoroughfare of the Village set apart for pedestrians, any village trail or park.
- E. No person shall ride an e-bicycle in the village, if it does not have any pedals.
- F. No e-bicycle shall exceed 20 miles per hour on any road within the village, and not to exceed 15 miles per hour on any trail.
- G. Persons riding or propelling bicycles shall observe all traffic signs and signals and stop when and as required by such signals and signs.
- H. Every bicycle or e-bicycle operated upon a public highway during any of the time between 1/2 hour after sunset and 1/2 hour before sunrise shall be equipped with a lamp on the front, exhibiting a white light visible from a distance of at least 500 feet to the front, and with a lamp on the rear, exhibiting a red light visible from a distance

of 500 feet to the rear, except that pursuant to § 347.489(1), Wis. Stats., a red reflector that has a diameter of at least two inches of surface area and is visible from all distances from 50 to 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle may be used in lieu of a rear light.

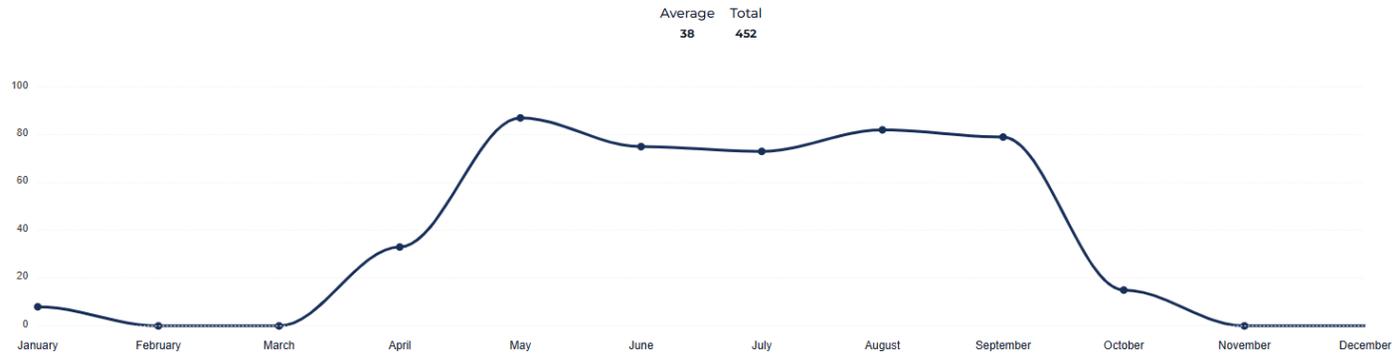
- I. No person shall operate a bicycle or e-bicycle upon any public street, highway, boulevard or alley abreast of or to the left of another person operating a bicycle except while passing such bicycle.
- J. Every person riding a bicycle or e-bicycle upon any public street, highway, boulevard or alley shall observe all traffic rules and regulations of the Village and shall turn only at intersections as permitted by such rules and regulations, signal for all turns and stops, ride at the right-hand side of the street or highway as near as may be to the street curb, and pass to the left when passing vehicles or bicycles that are slower moving and on the right side when meeting. It shall be unlawful to do any trick riding on any street, highway, boulevard or alley or to operate a bicycle without both hands on the handlebars.

City of Wausau Bike Share Usage

2025

Yearly ▾ 2025 

Rentals Per Month

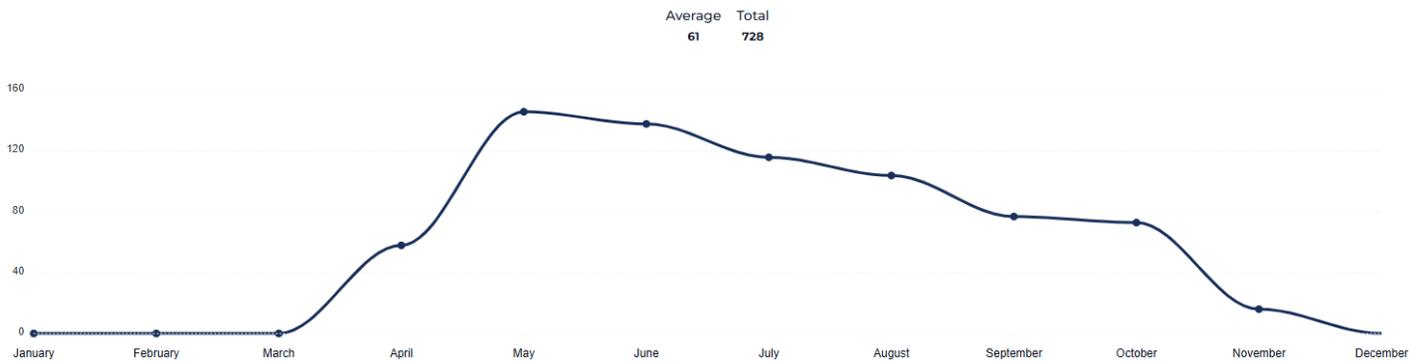


Timezone shown: (UTC-06:00) Central Time (US & Canada)

2024

Yearly ▾ 2024 

Rentals Per Month

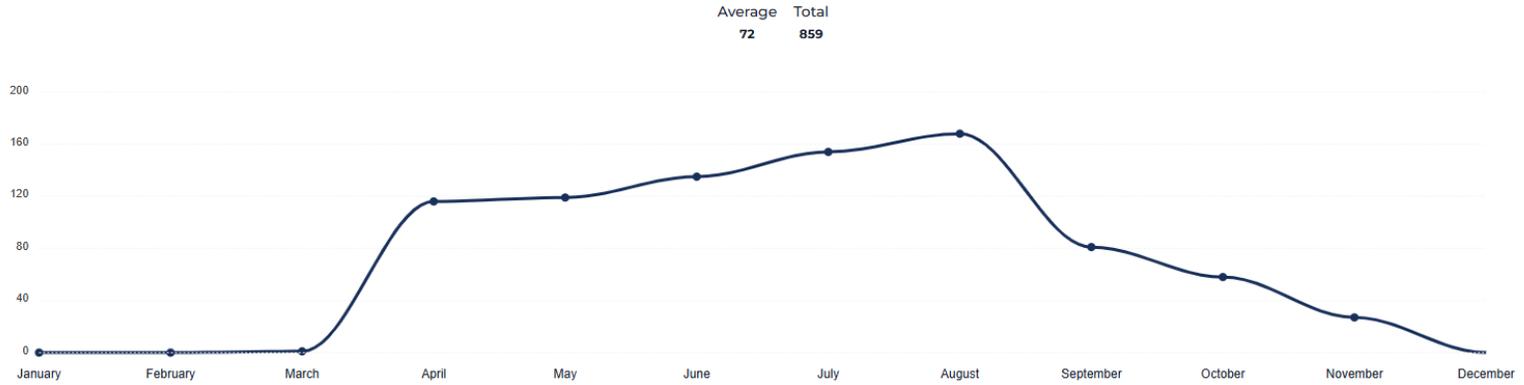


Timezone shown: (UTC-06:00) Central Time (US & Canada)

2023

Yearly ▾ 2023 

Rentals Per Month

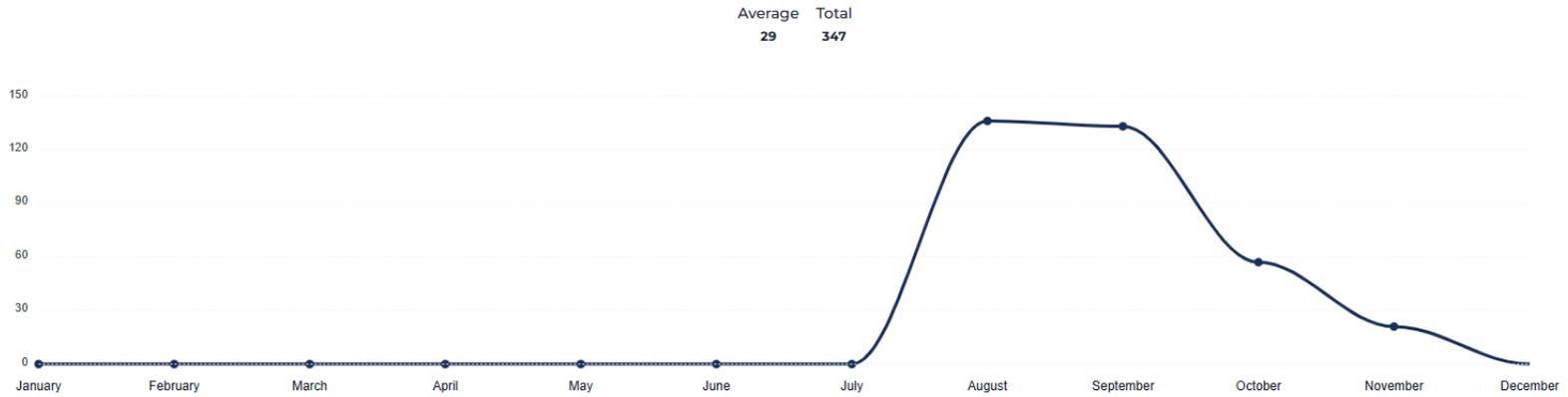


Timezone shown: (UTC-06:00) Central Time (US & Canada)

2022

Yearly ▾ 2022 

Rentals Per Month



Timezone shown: (UTC-06:00) Central Time (US & Canada)



WAUSAU MPO BIKE PASSPORT INITIATIVE BRIEF

OVERVIEW

The Wausau Metropolitan Planning Organization (MPO), in collaboration with Visit Wausau, Wausau and Marathon County Parks & Recreation, Forestry, is hoping to launch a community-wide initiative for promoting active transportation and regional tourism. The initiative is focused on encouraging biking and walking while enhancing community safety, connecting local assets, and fostering a stronger sense of place within the Wausau MPO communities. This "Bike Passport" initiative will serve to raise awareness of bike-pedestrian safety, available resources, and the infrastructure that supports sustainable transportation and recreation throughout the region.

PARTICIPATING PARTNERS

- **Visit Wausau:** Will support promotion of the initiative and provide key tourist information.
- **City of Wausau and Marathon County Parks & Recreation Department:** Will support local events and help promote the program.
- **Local Businesses:** Will be encouraged to provide incentives (e.g., discounts or perks) to passport holders. The first year will focus on businesses close to MPO or family friendly routes, typically offering some water or bathroom access too.
- **Municipal Parks** Will ensure the inclusion of surrounding communities and connect users to local recreational assets.

CAMPAIGN OBJECTIVE

The primary goal of the Bike Passport initiative is to endorse active transportation, specifically biking and walking, across the Wausau MPO communities. In addition to increasing safety and encouraging pedestrian and cyclist-friendly infrastructure, the initiative will also highlight regional attractions, parks, & local businesses. By increasing participation in active transportation, we aim to build awareness of the benefits of sustainable transit, foster regional tourism, and highlight the scenic and recreational opportunities available in our communities.

Even for participants not interested in walking or bicycling but still interested in joining the passport and visiting businesses, the campaign would provide them with exposure to bicycle and pedestrian regulations, safety, and build awareness amongst all modes.



LOGISTICS OVERVIEW

The management of the Bike Passport campaign will be a joint effort between the MPO staff and Visit Wausau. The program will be available in both **digital** and **paper** formats, allowing participants to choose the most convenient option for their needs. Participants will sign up to receive their passport; the digital option will be on an online platform that uses the participants' location to check into stops. This initiative is **passive**: there will be no active monitoring of whether participants are walking or biking, so the focus will remain on building awareness and fostering positive community engagement.

This effort would be piloted in 2026 with the goal to expand in future years. Visit Wausau may also pursue concurrent modules (e.g. a passport focused on area restaurants) to increase participation and promote the regional economy.

OUTCOMES

1. **Increased Awareness for Bike-Pedestrian Safety:** The initiative will raise public consciousness about the importance of bike-ped safety and the available resources for cyclists and pedestrians in the Wausau MPO region.
2. **Promotion of Local Resources and Infrastructure:** By highlighting parks, recreational paths, and other infrastructure, the program will draw attention to the investments already made in transportation options within the community. These types of stops will also be ideal places to provide resources, like bike maps and safety reminders. MPO staff will work with stops in the passport to make educational materials available, and encourage them to update or pursue bicycle parking.
3. **Boost to Regional Tourism:** By promoting local assets, the program will serve as a tool to attract visitors to the region, boosting local businesses and tourism-driven economic development.
4. **Community Engagement:** The initiative will create an opportunity for local businesses, organizations, and community groups to engage with the program, which fosters collaboration across local stakeholders.

DATA COLLECTION AND PARTICIPATION

- **Sign-up and Tracking:** Participants will register for the passport online or via paper form, and they will track their progress through a simple sign-up and stamp system. The data collected will include:
 - The number of participants who sign up.
 - The number of completions (people who collect a certain number of stops/points/pick up reward).



- Feedback from participants and any improvements that could be made.
- **Participation Growth:** Previous initiatives have shown that participation can initially be low, but with consistent promotion and engagement, the program is likely to grow over time. We will track these trends to determine the success and scalability of the initiative.

MPO COMMUNITY SUPPORT AND PROMOTION REQUEST

The support of local communities is essential to the success of the Bike Passport initiative. We are asking for:

- **Promotion:** The program will require broad promotion via:
 - Social media (Facebook, Instagram, etc.)
 - Newsletters from community organizations, including park systems and local businesses.
 - Press releases to local media outlets.

The MPO and Visit Wausau would partner to create materials for the communities to use in promotional efforts.

- **Endorsement:** We will be taking this initiative to the MPO Planning Commission on January 13, 2026, to affirm desire to move forward with the initiative. We request that you share this brief with your municipal officials and/or local bicycle and pedestrian committees to gather additional feedback or questions. This will help ensure the initiative has the support and visibility it needs to succeed.

FINANCIAL INVESTMENT

There is no major financial investment required for this program. The costs associated with the Bike Passport are minimal due to the initiative depending on the in-kind contributions of partners for promotion, distribution, and engagement. No formal funding requests are being made. Instead, we are focused on leveraging existing resources and collaborations to promote the initiative as an easy, low-cost way to improve local transportation infrastructure, enhance public health, and boost tourism.

CONCLUSION

The Bike Passport initiative represents an opportunity to engage our local communities in promoting active transportation, enhancing bike-pedestrian safety, and boosting regional tourism. With the cooperation of local organizations, businesses, and municipal partners, this initiative will foster a more active, engaged, and connected region. We look forward to partnering with you all on this initiative and promoting it across the Wausau MPO communities.