



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



Date & Time of Meeting: **Thursday, March 5, 2026, 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: February 5, 2026, Bike/Ped Sub-Committee Meeting**
- 3. Educational Presentations and Committee Discussion**
 - A. Wausau MPO Bicycle & Pedestrian Plan – Project Discussion
 - B. E-Bicycle Model Ordinance
 - C. Bicycle Map Update
 - D. Wisconsin Bike Fed. Education Opportunities
 - E. Updates/Comments from Committee Members
- 4. Next Meeting Date & Time, Announcements, and Future Agenda Items**
 - A. Next Meeting Date & Time – Thursday, April 9, 2026, at 1:00pm
 - B. Future Agenda Items – BFC Application. Members are asked to bring items for discussion.
- 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: 2/26/2026

EMAIL TIME: 3:00pm


SIGNED: _____
PRESIDING OFFICER OR DESIGNEE

NOTICE POSTED AT COURTHOUSE:

BY: _____
DATE & TIME: _____



**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION'S
BICYCLE & PEDESTRIAN SUB-COMMITTEE MEETING MINUTES
February 5th, 2026**

Meeting Attendance: Aaron Anklam, Laurie Miskimins, MaKayla Galecki (Wausau MPO Staff); Mark Thuot (City of Schofield), Carrie Edmonson (City of Wausau), John Beatty (Village of Rib Mountain), Audrey Webster (Village of Weston), Hooshang Zeyghami (Village of Weston) Darryl Landeau (NCWRPC), Eric Donaldson (Village of Kronenwetter), William Bertram (Greater Wausau Prosperity Partnership), Dave Muerett (WisDOT), Ryan VanDeWalle (Village of Rothschild), Tim Vergara (Village of Rothschild)

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 1:00 p.m. in the Wisconsin Room, 1000 Lake View Drive, Wausau, WI 54403 and virtually via WebEx.

2. Approval of Minutes: December 4, 2025, Bike/Ped Sub-Committee Meeting

Action: Motion/Second by VanDeWalle/Zeyghami to approve December 4, 2025, MPO Bike/Ped Minutes. Motion carried by voice vote, no dissent.

3. Educational Presentations and Committee Discussion

A. Bicycle Friendly Community (BFC) Application

Discussion: Galecki went over the Education section of the Bicycle Friendly Community Application. Many of the questions are related to schools, and we are hoping the municipalities can make those connections with schools to get us the information we are requesting. We are still looking for overview information from communities too. Sending over upcoming events/information is suggested too. At this point we just need a general idea to all the questions we are asking for assistance.

B. Wisconsin Bike Fed. Education Opportunities

Discussion: Galecki gave background about the grant WI Bike Fed received from WisDOT. The grant will allow for the Bike Federation to teach bicycle education classes in Marathon County which will be free for residents. We have tentatively started scheduling from late March through May with the chance for 1-2 additional classes. Classes will include Smart Cycling and a League Cycling Instructor Certification course. We are looking for people interested in becoming LCIs for our community and will send out further information when available. Classes will be on Saturdays, with the LCI being a three-day course. All classes are tentatively scheduled to be held at the Marathon County Lake View Conference Center.

C. Draft E-Bicycle Model Ordinance

Discussion: Anklam recapped the conversation from the previous meeting that led to the idea of collectively working on guidance for what should be included in an ordinance.

How does it compare to state statute? There is no state ordinance, and the guidance from the state is limited and mostly and tells readers to refer to local municipalities for further guidance or rules.

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The group discussed possible changes related to speed, registration, and more clarification on scooters or other classes. Also, consideration for people with disabilities, how will that be viewed in this ordinance was discussed. The two underlying issues remain speed and people riding where they should not.

The question was posed: Is there real interest in adopting across all communities?

The group agreed to go back and talk to public officials about the need and desire to get behind a unified ordinance or best practices.

D. Safe Streets and Roads for All (SS4A) Grant Update

Discussion: Anklam shared that the MPO had applied for this grant in 2025, however we were notified that our project was not funded in this cycle. The application was good, but the number of applications in this last round was numerous. MPO staff did a debrief with the scoring team and received some pointers for a future application. The MPO intends to reapply in 2026 and will bring the new application back to this group to get some more input and/or data for the next application.

E. City of Schofield – Grand Ave Design

Discussion: Anklam and Thuot reviewed the Schofield project. Including a new design proposal that would widen the area for bicycles. Thuot noted the area for bicycles is proposed to be concrete, but Schofield feels asphalt would be better for cyclists. The DOT explained that the curb design for cyclists is based on what the existing road width allows. Schofield is not going to buy land to expand the width. Other options were reviewed but posed conflicts for stormwater and conflicts at crossings and access points for all modes.

Thuot also reviewed some of the crossings and a need to have well designed areas for cyclists and pedestrians to cross.

Traffic calming ideas were also discussed, but DOT said, based on the ADT being over 20,000, there are not a lot of solutions that will work and keep traffic flowing.

The comment period has tentatively closed, but the DOT stated communities could still continue to comment. Please send comments to Mark Thuot at the City of Schofield.

F. Updated/Comments from Committee Members

Discussion: DOT shared that three communities applied for TAP. The TAP selection committee will meet in late March to make selection recommendations and then it goes to the State for final certification. Announcements should be made in late spring.

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

A. Next Meeting Date and Time – Thursday, March 5th, 2026, 1:00pm

B. Future Agenda Items – TBD. Members are asked to bring items for discussion.

- Bicycle Friendly Community Application
- Bike Mapping Update

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION – Bicycle & Pedestrian Sub-Committee

- List of Priority Projects, Status, & New Additions: Can we update the list and discuss projects that promote connectivity.
- E-Bike Ordinance in April

5. Adjournment

Action: There being no further business before the members, Motion/Second by Beatty/Edmonson to adjourn the meeting of the Marathon County Metropolitan Planning Commission Bicycle and Pedestrian Sub-Committee at 2:08p.m. Motion carried by voice vote, no dissent.

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

Near Term Bicycle Network Project Recommendations -- additional 2021 update projects listed in appended table

Project Complete	Project ID	Project Street	From Street	To Street	Facility Recommendation	Road Diet	Lane Diet	Length (miles)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments
	1	Kowalski Rd	Kronenwetter Dr	Tower Rd	Path			0.7	\$ 143,192	\$ 143,192	V. of Kronenwetter	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan
	2	County X	Maple Ridge Rd	Wood Rd	Paved shoulder			1.8	\$ 202,323	\$ 166,324	Marathon County	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan. Match paved shoulders on County X from Kowalski Rd to Wood Rd.
	3	County X	County XX	Pleasant Dr	Path			1.4	\$ 295,400	\$ 295,400	Marathon County	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan
	5	Pine Rd	Tower Rd	County X	Paved shoulder			0.8	\$ 84,259	\$ 69,267	V. of Kronenwetter	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan
	* 7	South Mountain Rd	Bittersweet Rd	Town of Rib Mountain Boundary	Paved shoulder			2.3	\$ 386,166	\$ 317,457	T. of Rib Mountain	Add 6 ft paved shoulders.
	10	Trillium Ln	South Mountain Rd	Clover Rd	Paved shoulder			0.3	\$ 19,183	\$ 15,770	T. of Rib Mountain	Add 4 ft paved shoulder to east side of road to complement existing shoulder on opposite side.
	12	County X	Maple Ridge Rd	South Rd	Paved shoulder			2.8	\$ 314,647	\$ 258,663	Marathon County	
	14	County KK	Shurwood Ln	County B	Paved shoulder			2.1	\$ 346,465	\$ 284,819	Marathon County	Add 6 ft paved shoulders. Additional width recommended due to curviness of roadway and history of past fatalities.
	15	Tesch Ln/Eagle Nest Blvd	County XX	Grand Ave	Bike lane	Yes		1.2	\$ 60,307	\$ 48,217	V. of Rothschild	Road diet. Bicycling rates as comfortable currently. Increases in ADT would degrade stress to a 3, while a dieted road could accommodate five times the traffic and retain the low stress level for cyclists.
	16	Volkman St	Military Rd	Lili Ln	Paved shoulder			0.9	\$ 97,461	\$ 80,120	V. of Rothschild	Paths exist along portions of this segment, but right-of-way and drainage constraints preclude a continuous path.
	17	Volkman St	Lili Ln	Heuss Ave	Bike lane	Yes		0.3	\$ 12,705	\$ 10,158	V. of Rothschild / WisDOT	Road diet, including on bridge over WIS-29
	18	Alderson St	Weston Ave	Jelinek Ave	Bike lane	Yes		1.0	\$ 49,800	\$ 39,816	V. of Rothschild / V. of Weston / WisDOT	Road diet, including on bridge over WIS-29
	* 19	Weston Ave	Alderson St	Birch St	Paved shoulder			0.5	\$ 56,951	\$ 46,817	V. of Rothschild / V. of Weston	At minimum paved shoulder/bike lane should be provided in the uphill direction. In the long term, a path with boardwalk sections should be considered.
	20	Weston Ave	Birch St	Camp Phillips Rd	Bike lane	Yes		0.5	\$ 25,815	\$ 20,639	V. of Weston	Road diet
	* 21	Weston Ave	Camp Phillips Rd	Zinser St	Bike lane			2.5	\$ 274,136	\$ 225,360	V. of Weston	
	* 23	Schofield Ave	Grand Ave	Camp Phillips Rd	Bike lane	Yes		1.6	\$ 81,453	\$ 65,123	V. of Weston	Traffic levels are within reach of a road diet. If road diet proves infeasible recommend narrowing lanes to yield enough space for bike lanes. WISLR indicates 52 ft for travel lanes. 11 ft travel lanes leaves 8 ft for bike lanes.
	24	Jelinek Ave	Hwy 51	Birch St	Bike lane			1.2	\$ 51,740	\$ 42,978	V. of Weston	Bike lanes would require removal of parking on one side of the street. Recommend a wide striped parking lane on one side of street, two travel lanes, and striped bike lane on other side of street.
	25	Alderson St	Jelinek Ave	Schofield Ave	Bike lane			0.5	\$ 16,390	\$ 15,767	V. of Weston	
	26	Birch St	Jelinek Ave	Schofield Ave	Bike lane			0.2	\$ 6,730	\$ 6,474	V. of Weston	
	27	Ross St	Foundry St	Pine St	Bike lane			0.3	\$ 13,824	\$ 11,483	C. of Schofield	Remove parking on one side of street. Stripe wide parking lane on one side of street, travel lanes, and bike lane on other side.

Project Complete	Project ID	Project Street	From Street	To Street	Facility Recommendation	Road Diet	Lane Diet	Length (miles)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments
	28	Northwestern Ave	Gold Ridge Way	Meuret Ln	Paved shoulder			0.8	\$ 89,305	\$ 73,415	C. of Wausau / T. of Weston	This is a critical gap in an otherwise lower-stress alternative to Grand Avenue and is a route connecting to the Mountain-Bay Trail.
	29	South 1st Ave	Stewart Ave	Thomas St	Bike lane	Yes		0.8	\$ 41,123	\$ 32,878	C. of Wausau / WisDOT	Road diet. Road slated for reconstruction in 2018.
	30	Sherman St	17th Ave	24th Ave	Bike lane	Yes		0.5	\$ 25,221	\$ 20,164	C. of Wausau	"4 to 3" road diet to provide a travel lane in each direction, two-way left-turn lane, and bike lanes.
	* 31	Sherman St	1st Ave	17th Ave	Bike lane			0.8	\$ 29,456	\$ 28,334	C. of Wausau	Unclear whether parking is allowed. WISLR indicates no but that appears to be incorrect. If no parking there is easily room for bike lanes. If parking, may be possible to stripe parking lanes as de facto bike lanes. Also could restrict to one side of the road.
	32	Townline Rd	Grand Ave	12th St	Bike lane			0.4	\$ 100,317	\$ 58,011	C. of Wausau / WisDOT	Reconstruction scheduled for 2016 - add bike lanes. Alternative could be to remove parking on one side and shift lanes to make room for bike lanes.
	34	County X	County Z	Northwestern Ave	Paved shoulder			2.4	\$ 264,277	\$ 217,254	Marathon County	
	35	County X	County Z	Highway 52	Paved shoulder			1.6	\$ 178,903	\$ 147,071	Marathon County	
	36	County Z	County X	57th St	Paved shoulder			1.3	\$ 146,381	\$ 120,336	Marathon County	
	37	Ross Ave/Kramer Ln/Kersten Rd/Lester St	Schoonover Rd	County N	Paved shoulder			3.5	\$ 384,485	\$ 316,074	V. of Weston / T. of Weston	
	39	72nd Ave	Highland Dr	Packer Dr	Paved shoulder		Yes	0.6	\$ 14,536	\$ 7,588	C. of Wausau	There appears to be room to stripe 4 ft shoulders if travel lanes are narrowed to 10 ft.
	40	Packer Dr	48th Ave	56th Ave	Paved shoulder			0.5	\$ 6,634	\$ 5,720	C. of Wausau / T. of Stettin	Roadway is already wide enough - only striping needed.
	41	48th Ave	Packer Dr	Stewart Ave	Paved shoulder			0.2	\$ 9,776	\$ 8,036	C. of Wausau / T. of Stettin	One shoulder partially paved already. Complete 4 ft shoulders on both sides.
	* 42	Stettin Dr	Stewart Ave	72nd Ave	Paved shoulder			2.3	\$ 251,243	\$ 206,540	C. of Wausau / T. of Stettin	
	43	28th Ave	Westhill Dr	County U	Paved shoulder			1.4	\$ 153,003	\$ 125,780	C. of Wausau / T. of Maine	At minimum, a climbing lane/shoulder is needed in uphill direction. Requires additional pavement north of Madonna Dr.
	44	Pine Ridge Blvd/Westhill Dr	Bridge St	28th Ave	Bike lane			0.3	\$ 10,456	\$ 10,058	C. of Wausau	
	45	28th Ave	Westhill Dr	Highway 52	Bike lane	Yes		0.6	\$ 29,050	\$ 23,226	C. of Wausau	Road diet
	* 46	28th Ave	Highway 52	Sherman St	Bike lane			0.5	\$ 18,756	\$ 18,042	C. of Wausau	Stripe 4 ft bike lanes next to curb.
	47	Wausau Ave	Stevens Dr	10th Ave	Bike lane			0.3	\$ 12,403	\$ 10,303	C. of Wausau	Stripe wide parking lane on south side. Stripe bike lane on north side where parking is prohibited. Requires shifting of center line.
	48	Stevens Dr	Randolph St	Bridge St	Bike lane			0.8	\$ 28,371	\$ 27,291	C. of Wausau	Stripe parking lane as de facto bike lane on one side of street. Parking is already prohibited on other side - stripe bike lane. Pavement width is 40 ft according to WISLR. Stripe as: 12ft parking, 11 ft travel, 11 ft travel, 4 ft bike lane.

* = recommendation revised in 2021 update. See appended table.

Project Complete	Project ID	Project Street	From Street	To Street	Facility Recommendation	Road Diet	Lane Diet	Length (miles)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments
	49	Westwood Dr	County U	Bridge St	Bike lane	Yes		1.5	\$ 73,719	\$ 58,940	C. of Wausau	At minimum provide bike lane in uphill direction - requires narrowing of lanes. Extremely low levels of traffic for four lanes - road diet with bike lanes at edges is recommended.
	50	Campus Dr	14th Ave	4th Ave	Bike lane	Yes		0.5	\$ 24,872	\$ 19,885	C. of Wausau	At a minimum there may be room for lane narrowing and striped bike lanes at the edges. Ideal candidate for road diet - less than 10,000 ADT. Would allow for buffered bike lanes and TWLTL.
	51	Evergreen Rd	19th St	21st St	Bike lane			0.2	\$ 17,449	\$ 14,344	C. of Wausau / T. of Wausau	At a minimum stripe bike lanes or paved shoulder in uphill direction.
	52	6th St	Riverview Ct	County WW	Paved shoulder			3.3	\$ 361,234	\$ 296,960	C. of Wausau / T. of Texas	
	53	County WW	Highway 51 SB Ramp	County K	Paved shoulder			1.0	\$ 110,727	\$ 91,025	Marathon County	
	54	County K	County WW	Emery Dr	Paved shoulder			1.4	\$ 233,794	\$ 192,195	Marathon County	Add 6 ft paved shoulders
	55	County U	Westwood Dr	Sunnyvale Ln	Paved shoulder			3.5	\$ 386,818	\$ 317,992	Marathon County	
	56	28th Ave	County U	Merrill Ave	Paved shoulder			0.9	\$ 103,894	\$ 85,409	T. of Maine	At a minimum provide paved shoulder/bike lane in the uphill direction.
	57	Merrill Ave	County K	Westwood Dr	Paved shoulder			1.2	\$ 138,266	\$ 113,665	T. of Maine	At a minimum provide paved shoulder/bike lane in the uphill direction.
	58	Decator Dr	Merrill Ave	14th Ave	Paved shoulder			0.9	\$ 97,251	\$ 79,947	T. of Maine / WisDOT	May include modifications to or near the bridge over US-51
	59	4th St/Western Ave	Main St	Range Line Rd	Bike lane			1.3	\$ 45,524	\$ 43,791	C. of Mosinee	Stripe parking lane to create de facto bike lane. Repaving scheduled for 2018-2020.
	60	Main St	Water St	Range Line Rd	Bike lane			1.5	\$ 63,667	\$ 52,885	C. of Mosinee	Stripe wide parking lanes and narrow travel lanes. Provides space for cyclists and slows traffic through commercial area.
	62	Grand Ave	Hewitt St	Weston Ave	Path			0.2	\$ 44,467	\$ 44,467	V. of Rothschild	
	63	Camp Phillips Rd	Bernard Ave	Ross Ave	Path			0.1	\$ 23,009	\$ 23,009	V. of Weston	Closes a significant gap, linking existing path to the north to Ross Ave bike lanes. Right-of-way acquisition costs not included.
	64	Grand Ave	Kort St	Jacoby St	Bike lane		Yes	1.1	\$ 45,106	\$ 37,467	C. of Schofield	May require narrowing of travel lanes
	65	Rib Mountain Dr	North Mountain Rd	Goose Ln	Paved shoulder			0.1	\$ 10,091	\$ 8,295	Marathon County	Stripe shoulder to match cross section to the north
	66	Sturgeon Eddy Rd	Fairmount St	Grand Ave	Bike lane			0.1	\$ 436	\$ 436	C. of Wausau	Right-of-way is too constrained to add conventional bike lanes in the near term. Recommend advisory bike lanes as potential solution.
	67	Thomas St	Grand Ave	River Drive	Bike lane	Yes		0.2	\$ 9,404	\$ 7,518	C. of Wausau	Perform a road diet by removing a travel lane in each direction and striping wide/buffered bike lane. Shorten the eastbound right turn lane so it begins after the bridge over the railroad while still providing adequate queuing room. Shift eastbound left-turn lane to allow space for eastbound bike lane through the intersection.
	68	Thomas St	McCleary Street	3rd Ave	Bike lane			0.5	\$ 20,767	\$ 17,250	C. of Wausau	Remove parking on one side of street (may already be prohibited). Stripe wide parking lane, travel lanes, and bike lane on opposite side.
	69	Stewart Ave	Highway 52	48th Ave	Bike lane		Yes	1.0	\$ 41,075	\$ 34,118	C. of Wausau / WisDOT	Existing paved shoulder could be widened to a full bike lane by narrowing travel lanes to 11 ft

Project Complete	Project ID	Project Street	From Street	To Street	Facility Recommendation	Road Diet	Lane Diet	Length (miles)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments
	70	Stewart Ave	1st Ave	3rd Ave	Bike lane	Yes	Yes	0.1	\$ 6,885	\$ 5,505	C. of Wausau / WisDOT	Road diet - remove third travel lane in eastbound direction to match capacity in the westbound direction. Stripe separated bike lane in both directions.
	71	Stewart Ave	8th Ave	12th Ave	Bike lane		Yes	0.3	\$ 10,515	\$ 8,734	C. of Wausau / WisDOT	Stripe wide parking lanes on westbound side as de facto bike lanes. Narrow travel lanes if necessary.
	72	1st Ave	Oak St	Bridge St	Bike lane	Yes		0.1	\$ 4,065	\$ 3,250	C. of Wausau	Consolidate straight and left/straight lanes to make room for bike lane.
	73	1st St	Washington St	Grant St	Bike lane	Yes		0.2	\$ 11,592	\$ 9,268	C. of Wausau	Road diet
	74	1st St	Franklin St	McIndoe St	Bike lane			0.1	\$ 2,024	\$ 1,947	C. of Wausau	
	75	6th St	Forest St	Bridge St	Bike lane	Yes		0.9	\$ 43,679	\$ 34,922	C. of Wausau	Road diet 3->2. This will match northbound capacity with southbound capacity on 5th Street and affords room for a buffered bike lane to match the southbound bike lane on 5th.
	76	7th St	Forest St	Bridge St	Bike lane			0.9	\$ 36,789	\$ 30,559	C. of Wausau	Remove parking on one side of street. Stripe wide parking lane, travel lanes, and bike lane on other side.
	77	Bridge St	7th St	6th St	Bike lane			0.1	\$ 3,595	\$ 3,458	C. of Wausau	Stripe 10 ft travel lanes and wide parking lanes to make de facto bike lanes and calm traffic.
	78	3rd St	Bridge St	Wausau Ave	Bike lane			0.3	\$ 12,173	\$ 10,112	C. of Wausau	Remove parking on one side of street. Stripe street with wide parking lane, travel lanes, and bike lane on other side.
	79	Wausau Ave	7th St	29th St	Bike lane			1.8	\$ 74,634	\$ 61,995	C. of Wausau	Remove parking on one side of street. Stripe parking lane, travel lanes, and bike lane.
	80	6th St	Union Ave	Riverview Ct	Bike lane			0.9	\$ 31,401	\$ 30,205	C. of Wausau	There may be room for parking, travel lanes, and bike lanes. At minimum, stripe parking lanes to create de facto bike lanes.
	81	County WW	4th St	2nd St	Bike lane			0.3	\$ 12,157	\$ 10,098	Marathon County	Requires parking removal on both sides (if not already prohibited)
	96	Schofield Ave	Camp Phillips Rd	Ryan St	Bike lane	Yes		1.8	\$ 90,357	\$ 72,242	V. of Weston	Road diet
	98	South 3rd Ave	Stewart Ave	Thomas St	Bike lane	Yes		0.8	\$ 37,558	\$ 30,028	C. of Wausau	Road diet may allow for parking-separated bike lane. Alternative is to remove parking from one side and retain travel lanes.
	100	Stettin Dr	72nd Ave	88th Ave	Paved shoulder			1.1	\$ 118,694	\$ 97,575	Town of Stettin	
	101	Evergreen Rd	6th St	19th St	Bike lane		Yes	0.9	\$ 35,893	\$ 29,814	C. of Wausau	Remove parking from one side of street. Stripe wide parking lane, travel lanes, and bike lane on other side.
	102	Thomas St	River Drive	McCleary Street	Bike lane		Yes	0.2	\$ 7,777	\$ 6,460	C. of Wausau	Current bridge width is 32 ft between railings. Striping 11 ft lanes leaves room for 5 ft bike lanes in each direction. Alternatively, provide on/off ramps to the sidewalk for westbound bikes and a buffered bike lane for eastbound bikes.
	103	Stewart Ave	3rd Ave	8th Ave	Bike lane		Yes	0.3	\$ 12,205	\$ 10,138	C. of Wausau / WisDOT	Stripe separated bike lanes adjacent curb. Remove parking if currently allowed. Residential parking can occur on side street frontages.
	104	West Grand Ave	Kort St	Grand Ave	Bike lane			0.3	\$ 10,883	\$ 10,469	C. of Schofield / WisDOT	Add bike lanes when street is resurfaced in 2017.
	105	Off-street path	Grand Ave	Volkman St	Path			0.3	\$ 61,316	\$ 61,316	V. of Rothschild	New off-street path identified in Rothschild plan
	106	County WW	4th St	Ramp	Paved shoulder			0.4	\$ 24,439	\$ 20,091	Marathon County	Expand paved shoulders to minimum of 5 ft when bridge is redecked in 2018.

Project Complete	Project ID	Project Street	From Street	To Street	Facility Recommendation	Road Diet	Lane Diet	Length (miles)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments
	107	Highway 51	Village Way	Maple Ridge Rd	Path			3.5	\$ 760,183	\$ 760,183	V. of Kronenwetter	Side path
	108	Military Road	Grand Ave	Existing Military Road to the east	Bike lane			0.1	N/A	\$ 10,995	V. of Rothschild	Build planned street extension with sidewalks and bike lanes.
	109	County WW	County WN	East St	Paved shoulder			1.7	\$ 95,180	\$ 78,245	Marathon County	Existing paved shoulder on one side of road. Pave other shoulder.
	110	Thomas St	3rd Ave	17th Ave	Bike lane		Yes	0.8	\$ 36,789	\$ 30,559	C. of Wausau	Remove parking on one side of street (may already be prohibited). Stripe wide parking lane, travel lanes, and bike lane on opposite side.
	* 111	Weston Ave	Volkman St	Wall St	Paved shoulder			0.6	\$ 31,303	\$ 25,733	V. of Rothschild	Add 2 ft paved shoulder to existing 2 ft paved shoulder to make 4 ft shoulders on each side.
	* 112	Weston Ave	Wall St	Alderson St	Bike lane			0.2	\$ 10,081	\$ 9,698	V. of Rothschild	Add bike lane striping. Consider restricting on-street parking during peak periods.
	113	Stewart Ave	18th Ave	STH 52	Bike lane		Yes	0.9	\$ 74,634	\$ 61,995	C. of Wausau	Narrow urban shoulders (approximately 3 ft) exist west of the US 51 overpass but could potentially be widened to 4 ft wide bike lanes along with a lane diet.
	115	Stewart Ave	12th Ave	17th Ave	Bike lane			0.3	\$ 8,813	\$ 8,478	C. of Wausau / WisDOT	Upcoming reconstruction will include narrow (3-foot) paved shoulders or bike lanes. Access to the existing path through the Marathon County Fairgrounds should be improved for bicycling (intersection improvements at 8th Avenue, 12th Avenue, and 17th Avenue including new curb ramps and signage).
	117	Off-Street Path	Trillium Ln	Foxglove Rd	Path			0.7	\$ 159,469	\$ 159,469	T. of Rib Mountain	Construct path along existing utility easement.

* = recommendation revised in 2021 update. See appended table.

Build Out Bicycle Network Project Recommendations -- additional 2021 update projects listed in appended table

Project ID	Project Street	From Street	To Street	Facility Recommendation	Length (miles)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments
4	Tower Rd	Kowalski Rd	County XX	Path	1.0	\$ 215,318	\$ 215,318	V. of Kronenwetter	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan
6	Martin Rd	Creek Rd	County J	Paved shoulder	4.1	\$ 453,145	\$ 372,518	V. of Kronenwetter	Part of Kronenwetter Master Non-Motorized Pedestrian Facilities Plan
61	Grand Ave	Village Way	Eagle Nest Blvd	Path	0.9	\$ 183,906	\$ 183,906	V. of Rothschild	
82	Camp Phillips Rd	Weston Ave	Ross Ave	Bike lane	1.7	\$ 377,823	\$ 218,489	Marathon County	Existing cross section is too tight for accommodations and there are too many driveways to continue side path. Add facilities when roadway is reconstructed.
83 *	Grand Ave	Schofield Ave	Forest St	Bike lane	3.4	\$ 783,033	\$ 452,814	C. of Wausau / WisDOT	Existing right-of-way is too constrained. There may be room to squeeze lanes in at the edges, but there are concerns about a seam developing where asphalt has been poured over the gutter pan. Recommend adding bike lanes, buffered bike lanes, separated bike lanes, or a parallel path when road is reconstructed.
84	Rib Mountain Dr	North Mountain Rd	Bridge St	Bike lane	2.7	\$ 607,403	\$ 351,251	Marathon County / C. of Wausau	Existing cross-section is too constrained to add bike facilities. Recommend adding bike lanes when the road is reconstructed.
85	Stewart Ave	17th Ave	8th Ave	Path	0.8	\$ 162,937	\$ 130,350	C. of Wausau / WisDOT	Widen the path through the Marathon County Fairgrounds to 10 feet and construct a complementary sidepath on the north side of Stewart Ave.
86	3rd Ave	Stewart Ave	Clark St	Bike lane	0.5	\$ 117,607	\$ 68,010	C. of Wausau	Existing cross-section is too constrained to add bike facilities. Recommend studying consolidation of queue lanes or adding bike lanes when reconstructed.
87 *	Highway 52 Pkwy	17th	Stewart Ave	Bike lane	2.2	\$ 495,647	\$ 286,624	C. of Wausau / WisDOT	Existing paved shoulder. Widen to full bike lanes when reconstructed.
88	Stewart Ave	44th Ave	Roberta Ln	Bike lane	0.1	\$ -	\$ 17,942	C. of Wausau	Bridge is not wide enough for bike accommodations. Recommend bike lanes when reconstructed.
89	Bridge St	2nd Ave	6th St	Path	0.7	\$ 157,307	\$ 157,307		Existing cross-section too tight. Relatively few driveways on north side may make a side path feasible.
90	1st St	Grant St	Franklin St	Bike lane	0.1	\$ 13,433	\$ 7,768	C. of Wausau	Right-of-way is too constrained to add facilities. Recommend bike lane when reconstructed.
91 *	Stewart Ave	1st Ave	1st St	Bike lane	0.6	\$ -	\$ 78,986	C. of Wausau / WisDOT	Existing bridge is too narrow to add bike lanes. Recommend adding when reconstructed. Alternatively, perform road diet.
92	North Mountain Rd	Eagle Ave	Rib Mountain Dr	Bike lane	0.1	\$ 25,263	\$ 14,609	T. of Rib Mountain	Existing cross-section is too constrained to add bike facilities. Recommend add bike lanes when reconstructed.
93	Highway 153	Old Highway 51	Golf Club Blvd	Bike lane	1.0	\$ 232,093	\$ 134,215	WisDOT	Existing cross-section is too constrained to add bike facilities. Recommend bike lanes when reconstructed.
94	Kowalski Rd	Tower Rd	County X	Path	1.0	\$ 214,747	\$ 214,747	V. of Kronenwetter	
95	Weston Ave	Zinser St	County J	Paved shoulder	1.2	\$ 133,242	\$ 109,535	V. of Weston	
97 *	Schofield Ave	Grand Ave	Camp Phillips Rd	Bike lane	1.6	\$ 81,453	\$ 65,123	V. of Weston	Traffic levels are still within reach of a road diet, although study would be needed to assess potential impacts. Reductions in lane width could yield enough space for bike lanes. WISLR indicates 52 ft for travel lanes. 11 ft travel lanes leaves 8 ft for bike lanes.
99	72nd Ave	Highland Dr	Packer Dr	Paved shoulder	0.6	\$ 64,540	\$ 53,056	C. of Wausau	Add shoulders where not already striped. Widen roadway through the underpass.

* = recommendation revised in 2021 update. See appended table.

Bicycle and Pedestrian Plan for the Wausau Area Metropolitan Planning Organization - 2021 Updates

Project Complete	Project ID	Project Street	From Street	To Street	Facility Recommendation	Road Diet	Lane Diet	Length (miles)	Length (feet)	Stand-Alone Project Cost Estimate	Coordinated Project Cost Estimate	Primary Jurisdiction	Comments
Following projects are 2021 revisions to the Master Plan.													
	7	County Hwy N	County Hwy KK	Red Bud Road	Path							T. of Rib Mountain	Extend Path along Cty N corridor to Red Bud as development allows. Connect with trails to Nine Mile and Rib Mountain State Park.
	19	Weston Ave	Alderson St	Birch St	Path							V. of Rothschild / V. of Weston	Off-street Path between Volkman and Camp Phillips
	21	Weston Ave	Camp Phillips Rd	CTH J	Path							V. of Weston	Path east of Camp Phillips connecting to new developments. See Weston Ave Corridor Plan.
	23	Schofield Ave	Grand Ave	Camp Phillips Rd	Path							V. of Weston	Add bike lanes during repaving and utilize temporary physical delineators to train road users. Study for feasibility of road diet. Study feasibility of off-street path during reconstruction.
	97	Schofield Ave	Grand Ave	Camp Phillips Rd								V. of Weston	Duplicate entry - remove
	111	Weston Ave	Volkman St	Wall St	Path							V. of Rothschild	Off-street Path between Volkman and Camp Phillips
	112	Weston Ave	Wall St	Alderson St	Path							V. of Rothschild	Off-street Path between Volkman and Camp Phillips
	31	Sherman St	1st Ave	17th Ave	Sharrows							C. of Wausau	Sharrows
	42	Stettin Dr	Stewart Ave	72nd Ave	Path							C. of Wausau / T. of Stettin	Off-Street path between Brockmeyer Park and Stettin Elementary.
	46	28th Ave	Highway 52	Stewart Ave	Path							C. of Wausau	Consider trail facility between Stewart and Hwy 52.
	83	Grand Ave	Schofield Ave	Forest St	Path							C. of Wausau /WisDOT	Implement bicycle and pedestrian infrastructure that uses maximum physical protection available for vulnerable users. This includes off-street paths, physically separated on-street lanes, or alternate routes. Reduce conflict points created by driveways where possible.
	87	Highway 52 Pkwy	17th	Stewart Ave	Path							C. of Wausau /WisDOT	Off street path on at least one side.
	91	Stewart Ave	1st Ave	1st St	Bike lane	Yes						C. of Wausau /WisDOT	Reduce bridge from 3 to 2 lanes for extension of sidewalk or buffered bike lane. Should also include improvements to intersection at 1st Street.
Following projects are new to the Master Plan.													
	1001	Path	CTH WW	Marshall Hill Road	Path							V. of Maine	Path along RR tracks in WPS trolley ROW. Provides connection to Brokaw area.
	1002	Path	CTH WW	Merrill	Path							V. of Maine	Short section of path in MPO planning area would provide connection from Wausau to recreation area in V. of Maine and beyond to Merrill.
	1003	Bridge	Packer Drive	CTH NN	Path							Marathon County	Improving unused RR bridge across the Rib River and connecting with path from Wausau/Stettin to Rib Mountain. This is located outside of MPO planning area but would provide vital connection for communities.
	1004	Bridge	Grossmann Ave	Northwestern Ave	Path							C. of Schofield	Bridge would extend path from the end of Grossman St to the north side of Eau Claire River and connect to Northwestern Avenue and/or Kent St. Could provide alternate route to Grand Avenue.
	1005	Path	72nd Ave	CTH O	Path							C. of Wausau	Off Street path through the Business Park that connects north-south path on 72nd Ave to CTH O. Direct route that avoids roads with heavy trucks.
	1006	Path	Eau Claire River	Kent St	Path							C. of Wausau	Path through the Eau Claire Conservancy area located between the river and Kent Street. This would connect to the Schofield bridge and serve as an alternate to Grand Ave.
	1007	Path	River Street	Old Hwy 51 Trail	Path							C. of Mosinee	Provide crucial link between new Kronenwetter path and access to Mosinee.
	1009	Trillium Trail	Buttercup Lane	Aster Road	Path							T. of Rib Mountain	Continues Trillium Trail path south to Water Treatment plant on Aster Road. Lies outside of current MPO planning boundary. Would connect Route S, 7, and MB.
	1010	Stewart Ave	Washington St	Forest St	Intersection							C. of Wausau	Complete rebuild of intersection of Stewart, Washington, 1st St, and Forest St. as detailed in the Urban Design & Transportation Plan 2019.
	1011	Forest St	Washington St	Grand Ave	Path							C. of Wausau	Change Forest St to a two way with a separated two way bike path on the south side. Detailed in the Urban Design & Transportation Plan 2019.
	1012	Forest St	Grand Ave	6th St	Intersection							C. of Wausau	Convert intersection to better accommodate bicycle, pedestrian, and vehicle movements. Detailed in the Urban Design & Transportation Plan 2019.
	1013	5th St	Forest St	Washington St	Bike lane	Yes						C. of Wausau	Create two way buffered bike lane to allow access into downtown area. Reduce car lanes to two from three.
	1014	Azalea Rd	Foxglove Rd	Carnation Ave	Paved Shoulders							T. of Rib Mountain	Pave shoulders to create connection between Trillium Trail and Wisconsin River Bridge.



DRAFT Model E-Bike Ordinance

For Adoption by Municipalities within the Wausau Metropolitan Planning Organization (MPO) Region

This ordinance is intended to serve as a model ordinance that individual jurisdictions may adopt and modify to meet local needs.

This model ordinance was developed with input from the Wausau MPO Bike/Pedestrian Sub-Committee members to promote regional consistency while allowing local flexibility.

Section 1. Purpose and Intent

The purpose of this ordinance is to establish clear, consistent, and enforceable regulations for the use of electric bicycles (e-bikes) within the Wausau MPO region in order to:

- Promote the safety of all trail, sidewalk, and roadway users;
 - Provide clarity and consistency across jurisdictions;
 - Encourage responsible use of emerging micromobility technologies; and
 - Align local regulations with applicable Wisconsin State Statutes.
-

Section 2. Definitions

For the purposes of this ordinance, the following definitions apply:

Bicycle

A vehicle propelled solely by human power through pedals and having one or more wheels.

Electric Bicycle (E-Bicycle)

A bicycle equipped with fully operable pedals and an electric motor with a maximum continuous rated power output of 750 watts (1 horsepower), meeting the requirements of Wis. Stat. § 340.01(15ph), and classified as Class 1, Class 2, or Class 3.

Class 1 E-Bicycle

An e-bicycle that provides electric assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 20 miles per hour.

Class 2 E-Bicycle

An e-bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches a speed of 20 miles per hour.

Class 3 E-Bicycle

An e-bicycle that provides electric assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 28 miles per hour, and is equipped with a speedometer.

E-Moto / Electric Motorized Device

Any electric-powered device designed for transportation without fully operable pedals, including electric dirt bikes, electric motorcycles, or similar devices. E-Motos are not considered e-bicycles under this ordinance.

Multi-Use Path / Trail

Any paved or unpaved off-street path intended for shared use by pedestrians, bicyclists, and other non-motorized users.

Section 3. Applicability and State Law Adoption

1. This ordinance adopts by reference all applicable provisions of Wisconsin State Statutes governing bicycles and electric bicycles, including but not limited to; 2019 Wisconsin Act 34, Wis. Stat. § 340.01, 346.02, 346.806, and 349.18.
2. Where this ordinance is more restrictive than state law, the provisions of this ordinance shall apply.

Section 4. Permitted Use and Areas of Operation

A. Roadways

1. E-bicycles may be operated on public roadways wherever conventional bicycles are permitted.
2. E-bicycles shall be operated in a careful and prudent manner and in accordance with all traffic laws and regulations.

B. Sidewalks

1. E-bicycles may be operated on sidewalks only where local ordinance permits bicycling on sidewalks.
2. When operated on a sidewalk, an e-bicycle shall be operated at pedestrian-compatible speeds when pedestrians are present and shall yield the right-of-way to pedestrians.
3. E-Motos are prohibited from operating on sidewalks.

C. Multi-Use Paths and Trails

1. Class 1, Class 2, and Class 3 e-bicycles are permitted on multi-use paths and trails unless otherwise posted.
 2. E-Motos are prohibited from operating on any multi-use path or trail.
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Section 5. Speed Regulations

1. No e-bicycle shall be operated at a speed greater than:
 - The posted speed limit of a roadway;
 - 15 miles per hour on multi-use paths and trails, unless a lower speed is posted;
 2. Municipalities are encouraged to post speed limits at trailheads and key access points.
-

Section 6. Operating Conduct and Etiquette

1. When approaching pedestrians or slower users, e-bicycle operators shall:
 - Reduce speed to a safe and courteous level;
 - Provide an audible warning by bell or verbal signal (e.g., “on your left”);
 - Yield to pedestrians at all times.
 2. E-bicycles shall be operated single-file on trails and sidewalks, except when safely passing another user.
 3. No person shall operate an e-bicycle in a manner that endangers the safety of others.
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Section 7. Age Restrictions

1. Operators of Class 3 e-bicycles must be at least 16 years of age.
 2. There is no minimum age requirement for Class 1 or Class 2 e-bicycles.
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Section 8. Equipment Requirements

1. All e-bicycles shall be equipped with:
 - Fully operable pedals;
 - A permanent manufacturer’s label indicating the e-bicycle class, top assisted speed, and motor wattage.
 2. Class 3 e-bicycles must be equipped with a speedometer.
 3. Required lighting and reflector equipment shall comply with Wis. Stat. § 347.489.
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Section 9. Registration and Licensing

1. No registration or licensing shall be required for e-bicycles but is encouraged in the event of an e-bicycle being lost or stolen. For e-bicycle registration, contact [REDACTED] Police Department if applicable.
 2. A driver's license is not required to operate an e-bicycle of any Class.
-

Section 10. Prohibited Devices

1. E-Motos and other electric motorized devices without pedals are prohibited from operating on:
 - o Sidewalks;
 - o Multi-use paths;
 - o Trails; and
 - o Parks, unless permitted by local ordinance.
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Section 11. Penalties

Any person violating this ordinance shall be subject to the general penalty provisions set forth in Section [REDACTED] of the Municipal Code.



Wisconsin Bike Fed. Education Opportunities

Can be found here:

<https://wisconsinbikefed.org/programs/looking-for-education-champions/>