



OFFICIAL NOTICE & AGENDA
REGULAR MEETING

MEETING: Infrastructure & Facilities Committee
DATE/TIME: Thursday, May 14, 2026, at 5:15 PM
LOCATION: Wausau City Hall — Council Chambers
407 Grant Street, Wausau WI, 54403

MEMBERS:
Michael Martens Bruce Trueblood
Matt Hoenecke Andrew Wiskowski
Kristin Slonski

- 1 Call to Order by the Clerk.**
- 2 Elect Chairperson and Vice Chairperson for the 2026-2028 term of the Infrastructure & Facilities Committee.**
- 3 Establish regular meeting date and time for the 2026-2028 term of the Infrastructure & Facilities Committee.**
- 4 Public comment on agenda items and reading of the City of Wausau Public Comment Statement.**
- 5 Consent agenda.**
- 6 Consideration of the minutes of the preceding meeting(s).**
April 09, 2026 April 9, 2026 Regular Infrastructure & Facilities Minutes
- 7 Discussion and possible action.**
 - a.** Easement for Elexco, Inc. at 814 N. 1st Street
 - b.** Approving Partial Termination of Easement with Green Acres at Greenwood Hills, LLC Regarding a 15 Foot Wide Public Pedestrian Walkway
 - c.** Repealing and recreating Wausau Municipal Code Chapter 10.40 Bicycles and repealing chapters 10.41, 10.42, and 10.43
 - d.** Approve a voluntary public crossing closure agreement with the Fox Valley & Lake Superior Rail System
- 8 Discussion.**
- 9 Adjournment.**

Kody Hart, Acting City Clerk

**NOTICE POSTED AT CITY HALL (407 GRANT STREET) AND
TRANSMITTED TO THE OFFICIALLY DESIGNATED NEWSPAPER**

DATE: 05/08/2026
TIME: 9:00am
POSTED BY: Kristy Stoerzer



This meeting can be viewed on
YouTube and Channel 981 on Cable TV

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its

services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6622 or ADAServices@wausauwi.gov to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.



City of Wausau
(715) 261-6500 | clerk@wausauwi.gov
wausauwi.gov





OFFICIAL MINUTES
REGULAR MEETING

MEETING: Infrastructure & Facilities Committee
DATE/TIME: Thursday, April 9, 2026 at 5:15 PM
LOCATION: Wausau City Hall — Council Chambers
407 Grant Street, Wausau WI, 54403

MEMBERS:
Chad Henke (C) Lou Larson (VC)
Tom Neal Sarah Watson
Michael Martens

Members Present: Chad Henke, Lou Larson, Tom Neal, Michael Martens, Sarah Watson
Members Not Present:
Members Excused:
Present 5, Not Present 0, Excused 0

Noting the presence of a quorum, the Chairperson called the meeting to order at 05:15 PM.

1 Public comment on agenda items and reading of the City of Wausau Public Comment Statement.

Chair Henke read the public comment statement.

Felix Gallo — 1206 Highland Park Blvd. He is here with a constructive and positive win-win solution that makes everyone happy. Two problems he is speaking about today. First, the plowing practices on the hill changed last year. For 50 years prior, the snow was plowed into the median, then this changed. For the neighborhood, that is bad and illogical. The medians were designed to be open areas for excess snow; the boulevards they abut are wider than normal land and often only have one or two driveways on them spaced far apart. During the recent blizzard, the wall at the end of his 20ft wide driveway was 8ft tall and packed 3ft thick. Most folks on the hill are older, with mobility issues and heart conditions or are care takers. Beyond just the unnecessary pain of dealing with all this extra snow, this is an urgent matter of safety. Second, the municipal code is very clear: 12.28.050 Cleaning of sidewalks, states: "The owner of any property abutting any sidewalk shall, without notice, at all times, keep such abutting sidewalk clean and free of debris, dirt, sweepings, obstructions, and clear of snow and ice." The city is the owner of the medians where these sidewalks are located. There are 10 city blocks worth of sidewalks, and the city is obligated to keep these clear at all times. The neighborhood has not demanded this since it has been very convenient and customary for the snow to be deposited on these medians and sidewalks. His proposal is that the neighborhood will not demand the sidewalks be cleared, which will save public works money (in time, expenses, and materials), and in return they ask that the public works department return to the prior practice of plowing only to the median and saving the neighborhood the heartache and pain of dealing with the snow.

Carrie Marohl — 1025 Everest Blvd, I concur

Mary Brodhead — 1101 Highland Park Blvd. She and her husband are 77yrs old. In 2019, the boulevard was plowed with snow. That was the way it was always done until just the past couple of years. It seemed to work for everybody. The snow plow rounds 10th St and all the snow falls out into their driveway. The snow is knee, hip, or chest high. You can't run a snowblower through it. It is a real hardship for all who live on the street. There are a lot of retired individuals who live in the area. She knows in the past it worked for the snow to go onto the boulevard. She is not sure when or why it changed, but she would like to see it changed back.

Courtney Olson — 1206 Highland Park Blvd. In the past, the snow was plowed into the median, and the sidewalks were not shoveled. Now the snow is pushed into our driveways, but the sidewalks are still not shoveled. It needs to be one way or the other, it can't just be the easiest way forward for everyone at the city, it needs to help those that live in the neighborhood. With the elderly in the neighborhood, and the snow going along the driveways, it is a heart attack snowfall. We really don't benefit from it and no one benefits from it being plowed into the driveways with the sidewalks not being cleared either, so we ask kindly that you resolve it in a way that benefits the

community.

Alice Kueher — 1106 Highland Park Blvd, she has lived in her home since 2012. With the recent change of the snow being pushed into the driveways, she now feels like they may have been a bit spoiled for a while. She realizes that most in town have snow pushed into their driveway.

However, with the houses being more spaced out, it may push more snow that way. Wondering about the equipment and the ability to push to the center median and not the driveways.

Danielle Fischer — 1212 Highland Park Blvd. She is one of the many houses in the Highland Park neighborhood that has a very slanted driveway because of the hill. When the plows plow toward the driveways, it is extremely hard for elderly and smaller individuals like herself to safely clear snow when it is plowed up so high. If the snow is not going toward the median it is dangerous and hard to see for those that are out walking. When the excess snow is going toward the driveways it creates a lot of dangerous situations. If we could revert back to plowing the way it had been previously done, she feels it would be safer for everyone in the neighborhood.

2 Consideration of the minutes of the preceding meeting(s).

March 12, 2026 Regular Infrastructure and Facilities Minutes

Motion by Alderperson Neal, seconded by Alderperson Watson, to approve March 12, 2026 Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

3 Discussion and possible action.

- a. Parking restrictions on S. 9th Ave between Thomas Street and Chellis Street, S. 10th Ave between Thomas Street and Chellis Street, and Bopf Street between S. 9th Ave and S. 10th Ave.

Lieutenant Kurtzhals reported that since the last time we met, they missed one weekend due to the blizzard, but otherwise, since last month's meeting there were 15 tickets issued for various parking issues. The first month, there were 17 citations issued; the second month there were 15 citations, with one weekend missed. Larson asked if the citations were for driveway violations, or corner/crosswalk violations? Kurtzhals stated it was a mix of driveways and crosswalks. Larson is in favor of what Neal suggested at the last meeting, with No Parking here to corner signage. He feels it's more of a policing and enforcement issue. Policing it not just one week, but to become adamant about it, so the issue doesn't come back to the committee again in the future. He is in favor of no parking here to corner signs, but thinks the parking restrictions are not necessary as it seems to be more of a policing issue, and an educational item for the church. Neal approves parking restrictions on the church side of the street, Second from Watson. Neal relates to the situation. A small church in his neighborhood has recently changed hands and is now very well attended, to put it mildly. Good Friday was crazy with parking close to driveways and intersections. This seems to be a clear problem. He suggests, for safety reasons, No Parking here to corner and additional signage on a request basis. Watson has had the same issue in her neighborhood with church parking. They asked for no parking on one side during snow season, and at the time the committee passed it. Maybe it just needs to be more patrolled, and education from the church. Watson questioned if she votes no, can we look back in 3 months and see if continued enforcement helps or if the issues in Neal's neighborhood get better/worse? With the numbers from last month staying pretty steady with the prior month, it would be nice to see some continued data on this. Neal said it is weird because there is really nothing to vote yes or no on. It's just a suggestion. He thinks we just need to continue on with the sign suggestion and another enforcement report. Can a motion be made for no parking on the church side of the street year round?

Motion by Alderperson Neal, seconded by Alderperson Watson, to approve Parking restrictions on S. 9th Ave between Thomas Street and Chellis Street, S. 10th Ave between Thomas Street and Chellis Street, and Bopf Street between S. 9th Ave and S. 10th Ave. Motion Failed 1-4, with Alderperson Neal in support.

- b. Increased parking restriction signs on S 9th Ave and/or S 10th Ave

Larson asked what corners were areas that were problematic. Kurtzwell stated they are patrolling 9th, 10th and Bopf. She could come back with the problematic locations in the future.

Larson said if signage were to be put up at all corners mentioned, it would help with the patrolling efforts. Watson would move to put no parking signs on Bopf and 10th, Bopf and 9th, Thomas and 10th, and Thomas and 9th, totaling 8 signs. Discussion was had that there would be 16 signs, 8 per intersection, 2 per corner. 2 on the north side of Bopf, 2 on the south side of Bopf at 9th and at 10th. With an additional 4 on the south side of Thomas St, 2 on 10th, 2 on 9th. Neal has seen city signs by driveways for No parking here to driveway in some neighborhoods. He does not know how those happen. Those with mobility issues and residents with repeated problems could seek driveway signs, maybe in collaboration with the church? Watson is not sure that we need 8 signs per intersection, if one is not a problematic corner. She feels a few would be good reminders to drivers on parking distance to corners. Larson asked if since we have already voted down the parking restrictions, could we let this go for a month so we can get more data back from the Police Department? Watson asked if, when issuing citations, locations could be noted to watch for problems and area patterns. Motion by Alderperson Larson, seconded by Alderperson Neal, to postpone for one month to gather more data. Motion Passed 5-0.

c. Snow plowing policy

Kraege stated Public Works was asked to look at changing some of the plowing procedures for some streets due to recent plowing policy changes. The changes came about and were instituted citywide on streets with boulevards. Changes have been made to make plowing more efficient, looking at ways we can use our funds better. The department is always looking for what is the safest, fastest, and most efficient way to plow. That is what led to the changes. The Public Works Department recommends continuing plowing the way we are. It is the safest and the most efficient. We can go in whatever direction the committee wants, but it is hard because the department gets calls from residents all over town that want their driveway plowed out, or snow plowed into a vacant lot next door or across the street. Can you switch your plow and put it over there? If we start making exceptions on one street or in one neighborhood, what is the cutoff going to be? How are we going to justify our decisions? In the past, his justification has been that we are doing what is best for the department as a whole; financially, efficiently, and safely. But the department can do anything we are directed to do. As far as the question of the plows switching directions. Yes, some of our equipment can switch and push one way or the other with smaller amounts of snow. With trucks, you will end up with spillage between the blades that is left in the street, causing plows to have to make another pass to clean up that snow. Loaders can in small amounts of snow as well, but anything over 6" will leave a row of snow down the center of the road, requiring another pass to come through and clean it up. The plow and wing are designed to work together. While we can change the direction of the plow, the wing is fixed. With the sidewalk up there, it has not been done in the past. Currently, our sidewalk routes are growing. We have 2 sidewalk machines. Most plow routes are 8 hours, some are 10 hours. Our sidewalk routes are currently pushing 12 hours. With this sidewalk being closed in the past, we left it, but can take direction and add it to the sidewalk routes if that is the way this committee wants to go. Martens asked when plowing to boulevards were plows going against traffic? Kraege: Yes, it actually came up with a state patrol visit for safety briefs. One time, an operator asked about plowing against traffic. The state patrol said we are not to be violating traffic laws. We are putting the city at risk, and we will be held liable if something happens with a truck going the wrong way, because we are violating a traffic law. Martens noted that the roads on the hill are so narrow that any type of conflict would be unavoidable. Kraege said they did have trouble with that down by the airport with some of the narrow roads. The plows would meet a car mid-block and then either the car or the plow would need to back up half the block to clear the road. Martens questioned if you wanted to do it right, you would have to bring additional equipment up onto the hill to make the passes to the boulevard. Kraege said that the front plow could be moved to push the snow to the median, but then there would be more trips back through to clean up the snow left in the road from the turned front blade not working properly with the fixed wing during snow removal. Neal reminded that there is history here where accommodation was made, and it was successfully done that way for a long time, and it came to be what was expected, and then it was changed. He doesn't feel that the neighborhood really wants to see the sidewalks cleared, but they have a valid argument because it's on the books. It's part of a service we are supposed to be providing, but we decided not to there. Since reasonable accommodation has been made in the past and residents there have grown to expect it, for it to suddenly stop is a little harsh. He knows efficiency and costs are a concern for the department, but we also need

to think about efficiency for people too. Neal motioned to revert to past policies to provide accommodations to plow into the median for the 7 blocks in the Highland Park Neighborhood. Larson seconds the motion, and agrees that we need to listen to and accommodate citizens, they pay the taxes. This was on the books for years and, with the change, has created a hardship for the neighborhood. Neal lives just below the hill and has lots of snow plowed into his driveway. He has no jealousy about his neighbors having that accommodation. We should do what we have done in the past and be good neighbors. Residents need their voice and concerns heard. Watson stated that paying property taxes for services provided includes clearing of the streets. We are cleaning the streets. She would be more in favor of cleaning the sidewalk since that is our responsibility. If it's making it more efficient, we need to look at that too. There are other neighborhoods where the policy was changed and then do we look at going back and changing them all too? There are things that we have to change within the city budget that help to lower costs yet still provide the services that we guaranteed our taxpayers. She has always hated cleaning out her driveway. It's never the best thing in the world, but she also knows the street gets cleaned. She would prefer that the sidewalk be added to the route. Lindman questioned if the motion was just for that neighborhood. He would absolutely be against that. If you are going to do it for one area, he would recommend that it be done city wide, anywhere that has a city boulevard, to be consistent. Neal suggested looking at the holding capacity of the boulevard citywide. Lindman strongly recommends against making special accommodations for one area in the city. Are we going to change how the policy is written and specifically state these streets, and exclude other center boulevards? If there is a motion, Lindman would suggest there be a citywide policy on how the routes are managed. Neal is looking at it as practice, not policy. He doesn't think there was a change in policy when the plowing changed. Lindman noted that this is the snow policy that went to council as a resolution, so there would need to be a change in that policy, and it would need to go back to council. Neal questioned when the policy change happened. Kraege believes the policy was brought forward in 2022 or 2023. Henke suggested that we bring forward both policies, the old and a proposed one with new wording at a later date. A policy with something written specific to that one neighborhood, what that would look like, how long of a policy that would be. Maybe another policy about citywide reverting to plowing to the boulevard. Also, having the current policy present with the date of when the change went into effect. The policy would have to consider adequate holding capacity for boulevards, what that would look like, and what would be a large enough boulevard to hold the snow. Watson asked Kraege if that would be possible to complete in a month, noting median streets in the city and the ones that have capacity for snow. She is asking so that if we were to consider this next month, we would know how many people it would affect. Kraege could do the research. In the past, the department ran into issues down by the airport where they ran out of room. He would have to check how wide those are. However, it also depends on the snowfall. A mild winter would be fine for most boulevards. However, in a heavy winter, a lot less would be able to maintain the load. Lindman noted we are typically talking about grass-centered boulevards, which are typically 9–12 feet. Not referring to small medians like on Stewart Ave. Lindman is confident those numbers could be pulled together in a month. He understands what the residents want, he also understands past practice with something's that were done in the past are no longer done as well. If approving a change passed citywide, we are practical enough to implement that into a written policy. Neal withdrew the prior motion, motions to bring it back later and have a citywide policy drafted to look at and when the past policy was changed. Have the current policy in the packet as well, so it's available to look at for reference. Martens agrees that if we are going to draft a snow plowing policy about pushing the snow toward the boulevard, it has to be equal and consistent for all neighborhoods. Snow affects all neighborhoods. Bringing it back to the drawing table and working out an equitable policy for the medians/boulevards is what needs to be done. Table to get a policy to look at moving snow plowing back to boulevards.

Motion by Alderperson Neal, seconded by Alderperson Martens, to table and bring back a policy revision. Motion 5-0.

d. Final Resolution to levy special assessments for the 2025 Street Construction Projects

Weslowski stated this is a housekeeping issue so that we can get the payments out. A motion was approved last year to levy special assessments. This is the final resolution to send them out.

Motion by Alderperson Watson, seconded by Alderperson Martens, to approve Final Resolution to levy special assessments for the 2025 Street Construction Projects. Motion 5-0.

e. Discussion and possible action approving City bike rack request form.

Carrie informed the committee that the item before them was approved by the bicycle and pedestrian advisory committee last month. This is just to formalize a process so that businesses know where they can make a request through the city of Wausau if they want to have a bike rack at their property. In the packet is a form that will be on the website and shared widely. Veronica Hope is a great partner in this. She is a member of the bicycle and pedestrian committee, and the professor that teaches the welding class at NTC. They have made bike racks in the past. She did include a rendering in the packet. They are open to different styles, if a business were to request it. The public works department has offered to do the installations and will integrate them into their workflow. There is a proposed \$100 fee, which is basically just the cost of the bike rack & installation. They would need a concrete pad in the right of way, not on private property for liability reasons. There are bicycling parking standards in our zoning code that would be referenced as needed. Martens noted this is a good deal for businesses wanting a bike rack. He is hoping businesses will take advantage of it. He would also like to see more bike racks like this at our city buildings.

Motion by Alderperson Neal, seconded by Alderperson Watson, to approve Discussion and possible action approving City bike rack request form. Motion 5-0.

f. Parking Restrictions on N 2nd St: the 400, 500, and 600 blocks.

Weslowski stated that the municipal code does not match what is signed on the street. Repeal the No Parking restrictions on the west side of the 500 and 600 blocks of N 2nd St as written in the municipal code. Create an ordinance for No Parking on the East side of 400 and 600 blocks of N 2nd St to match what is signed on the street. Create an ordinance and install signs on the No Parking on the west side of the 400 block of N 2nd St.

Motion by Alderperson Watson, seconded by Alderperson Larson, to approve Parking Restrictions on N 2nd St: the 400, 500, and 600 blocks. Motion Passed 5-0.

4 Discussion.

a. Sherman Street Overlay from 3rd Ave to 8th Ave

Wesolowski stated that with the bids for the 2026 asphalt overlay project, we had a total budget of \$775,000. The bid came in at \$717,192. Which gives us a little money left over after doing all the scheduled work. The Sherman St overlay from 3rd Ave to 8th Ave was not done last year due to lead services. Since then, the water department has replaced the majority of those lead services. It now makes more sense to do the overlay. We are proposing that, with the funds left over in the contract, we do that this year. The contractor is willing to have this added to the mill project. DPW would pave with their funds. We would be able to do it this year with our current budget. Larson asked if there was a time frame on when it would be completed. Wesolowski suspects by mid-July it will be done. Lindman noted there is a decent-sized storm sewer under the road that has some joint issues, and we will be looking at doing some chemical grouting as well. It is about 20ft deep and that may create a little delay as well.

5 Adjournment.

Motion by Alderperson Watson, seconded by Alderperson Neal, to approve Adjournment. Motion carried. Meeting adjourned at 06:16 PM.

The recording of this meeting may be viewed on
YouTube [@CityofWausauMeetings](#)



City of Wausau
(715) 261-6500 | clerk@wausauwi.gov
wausauwi.gov



DRAFT



Engineering

DATE: May 14, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Easement for Elexco, Inc. at 814 N. 1st Street

PURPOSE

The purpose of this item is to decide if the City of Wausau will grant Elexco, Inc. an easement to place a powered cabinet for fiber transmission.

BACKGROUND

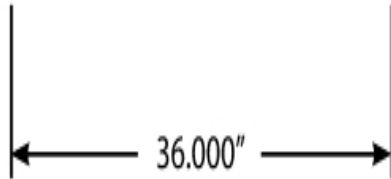
Elexco, Inc is requesting an easement on the city-owned parcel at 814 N. 1st Street. The easement would be to place a powered cabinet and handhold to support fiber optic cable installations in the area for Elexco. Attachments show the location of the easement, a drawing of the easement, and a drawing of the cabinet with dimensions.

RECOMMENDATION

Staff recommends approval to work with Elexco and grant the easement.

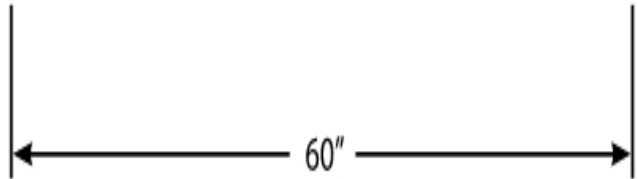
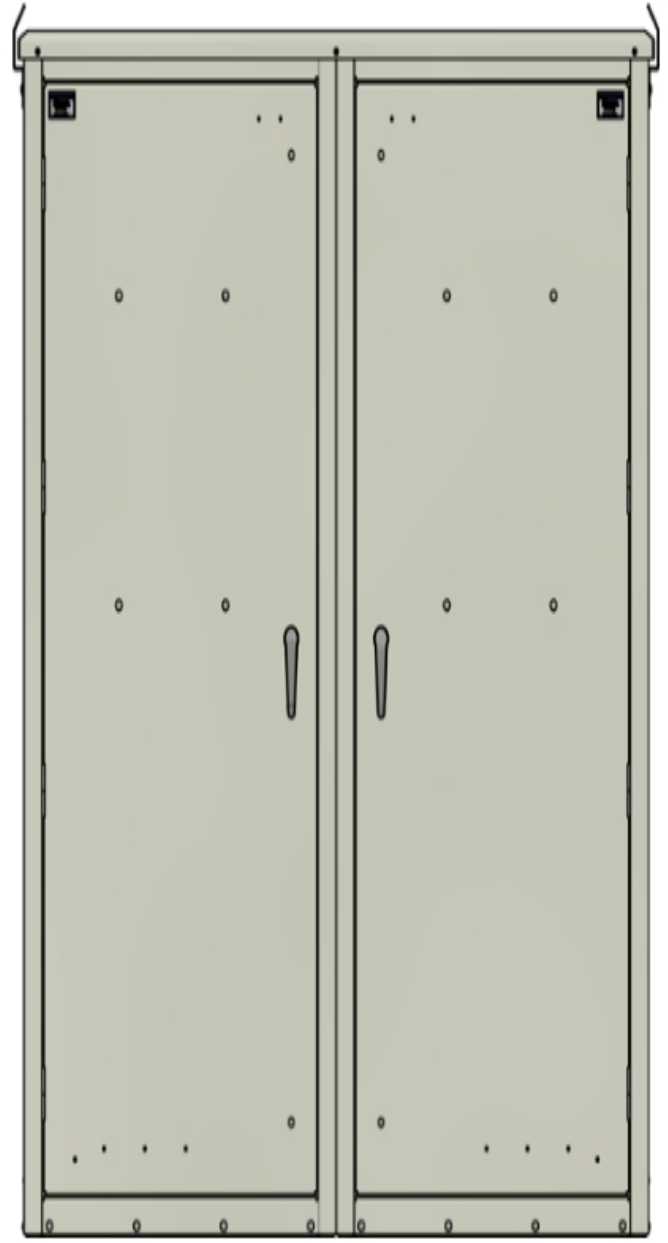
**Available
Cabinet
Heights**

32" Min
47"
58"
68"
78" Max



36.000"
or
42.000"

**Available
Depths**



60"

**Available
Width**
(Dual Bay Models)

899 US-51 BUS

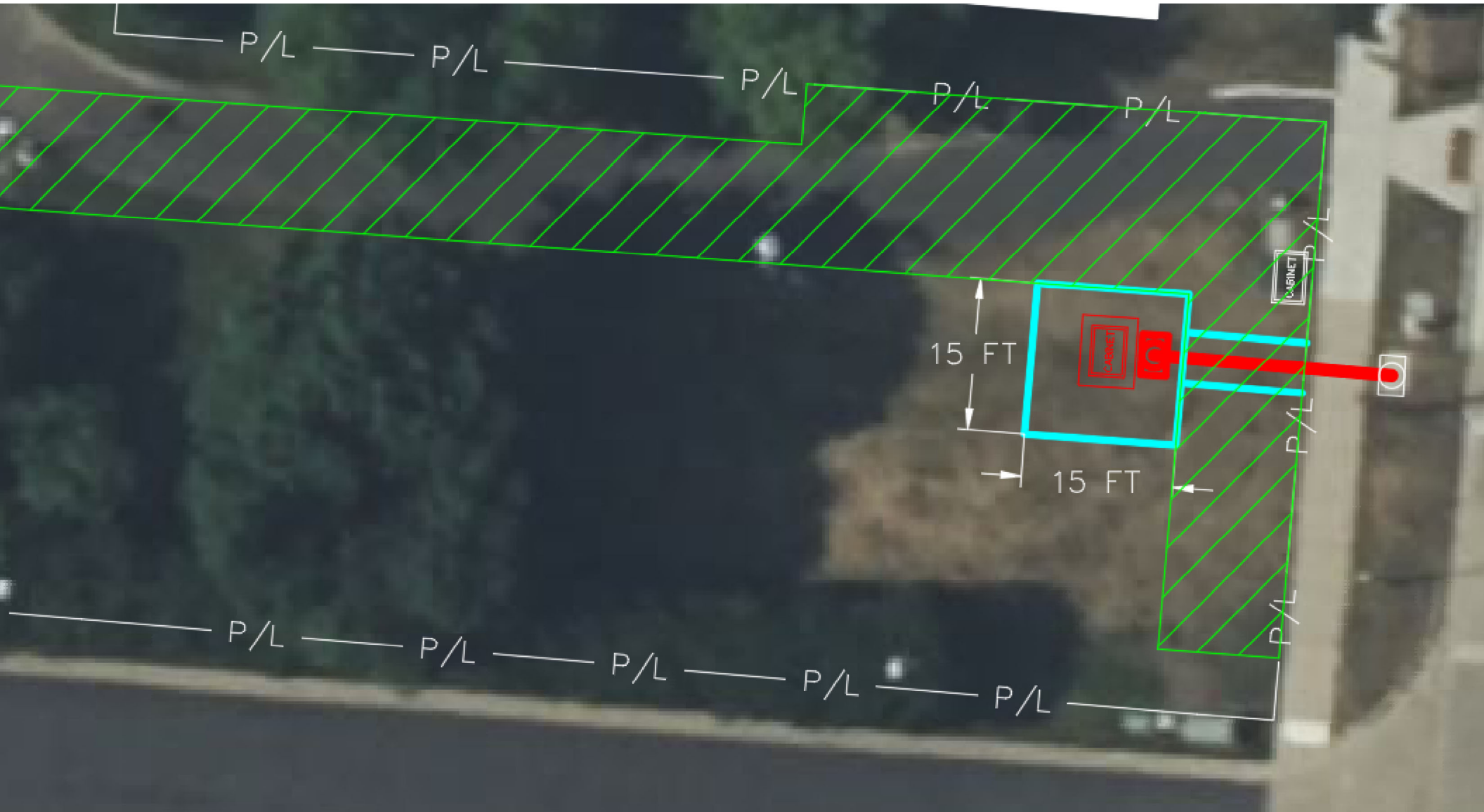
Wausau, Wisconsin

 Google Street View

May 2025 [See more dates](#)

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City Attorney

DATE: May 14, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Approving Partial Termination of Easement with Green Acres at Greenwood Hills, LLC Regarding a 15 Foot Wide Public Pedestrian Walkway

PURPOSE

Discuss and take action on Partial Termination of Easement with Green Acres at Greenwood Hills, LLC regarding a 15 foot wide pedestrian walkway

BACKGROUND

In May of 2005, an easement was recorded for the creation of a 15 foot wide pedestrian walkway. A portion of the walkway has since then been relocated, prompting the Partial Termination of Easement.

RECOMMENDATION

Staff recommends approval.

**PARTIAL TERMINATION OF
EASEMENT**

Document Title

THIS RELEASE made this _____ day of _____, 2026, by and between Green Acres at Greenwood Hills, LLC, a Wisconsin limited liability company, hereinafter referred to as "GRANTOR," and the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY;"

WITNESSETH:

WHEREAS, CITY is the beneficiary of a 15' wide public pedestrian walkway, bicycleway, cart path and ski trail easement, dated May 12, 2005 and recorded in the Marathon County Register of Deeds office on May 20, 2005 as Document No. 1410319 (the "Easement"); and

WHEREAS, since the Easement was executed, the portion of the Easement identified on Exhibit A has been relocated and the purpose of this Agreement is to extinguish the described portion of the Easement; and

WHEREAS, the City no longer needs the right and benefits created under the Easement with respect to that portion of the Easement area that is depicted on Exhibit A and identified as 15' Wide Recreational Easement Vacation Area; and

WHEREAS, the City intends to retain and reserve all easement rights over the remainder of the Easement.

NOW, THEREFORE, in consideration for other good and valuable consideration, the receipt, value, and sufficiency of which is hereby acknowledged:

1. Termination of Easement. The City hereby terminates, releases, discharges, and abandons all of its rights, titles, and interest in that portion of the Easement identified as the 15' Wide Recreational Easement Vacation Area on Exhibit A, and hereby agrees that it shall have no further rights, title, interest, or obligations thereunder.

2. Authority. The person executing this Release represents and warrants that they have legal authority to bind the City by their signatures set forth herein.

[SIGNATURES ON FOLLOWING PAGE]

Recording Area

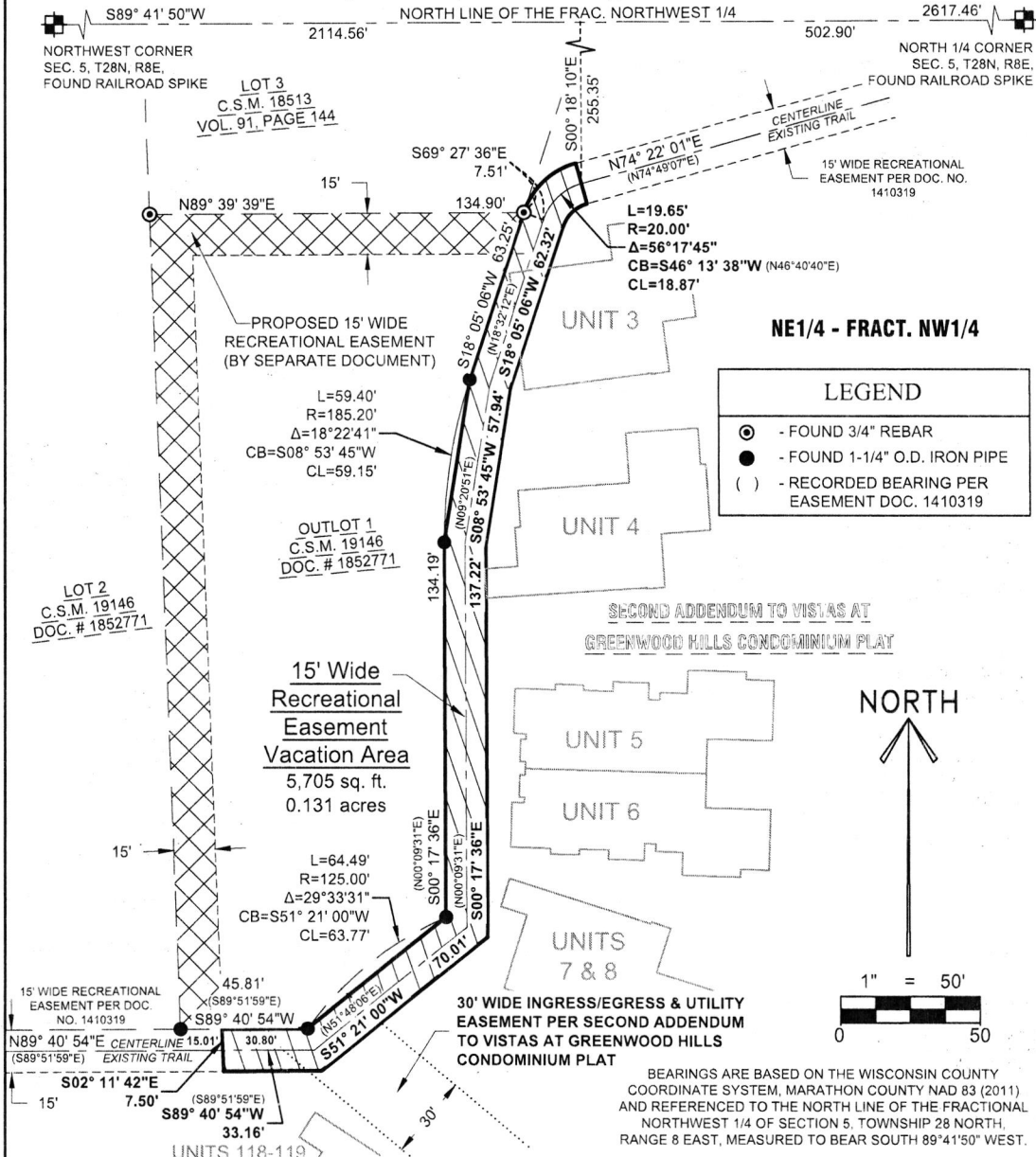
Name and Return Address

City of Wausau Attorney's Office
407 Grant Street
Wausau, WI 54403

PIN:

RECREATIONAL EASEMENT VACATION EXHIBIT MAP

Of a part of the Second Addendum to the Vistas at Greenwood Hills Condominium Plat being a part of Lot 1 of Certified Survey Map No. 11285 recorded in Volume 47 of Certified Survey Maps on page 147 as Document No. 1206853, located in the Northeast 1/4 of the Fractional Northwest 1/4 of Section 5, Township 28 North, Range 8 East, City of Wausau, Marathon County, Wisconsin.



15' WIDE RECREATIONAL EASEMENT VACATION LEGAL CENTERLINE DESCRIPTION

Of a part of the Second Addendum to the Vistas at Greenwood Hills Condominium Plat being a part of Lot 1 of Certified Survey Map No. 11285 recorded in Volume 47 of Certified Survey Maps on page 147 as Document No. 1206853, located in the Northeast 1/4 of the Fractional Northwest 1/4 of Section 5, Township 28 North, Range 8 East, City of Wausau, Marathon County, Wisconsin, the centerline of which is more particularly described as follows:

Commencing at the North 1/4 Corner of said Section 5; Thence South 89°41'50" West along the North line of the Fractional Northwest 1/4, 502.90 feet; Thence South 00°18'10" East, 255.35 feet to the centerline of a 15 foot wide recreational easement per Document No. 1410319 and the point of beginning of said centerline being the beginning of a non-tangential curve to the left; Thence 19.65 feet along the arc of said curve, said arc having a radius of 20.00 feet, a central angle of 56°17'45" and a chord that bears South 46°13'38" West for a distance of 18.87 feet; Thence South 18°05'06" West, 62.32 feet; Thence South 08°53'45" West, 57.94 feet; Thence South 00°17'36" East, 137.22 feet; Thence South 51°21'00" West, 70.01 feet; Thence South 89°40'54" West, 33.16 feet to the end of said centerline.

The above described easement area contains 5,705 square feet or 0.131 acres, more or less;

Said easement is subject to all easements, restrictions and right-of-ways of record including a 30' wide ingress/egress and utility easement per the Second Addendum to the Vistas at Greenwood Hills Condominium Plat.

SHEET 1 OF 1



RIVERSIDE LAND SURVEYING LLC

5310 WILLOW STREET, WESTON, WI 54476 PH 715-241-7500 - FAX 715-355-6894
email - mail@riversidelandsurveying.com

DRAWN BY S.M.H.	DATE FEBRUARY 27, 2023
CHECKED BY N.J.W.	PROJECT NO. 2952
PREPARED FOR:	JIM WANSERSKI



Community Development

DATE: May 14, 2026
TO: Bicycle & Pedestrian Advisory Committee
SUBJECT: 90-0517, 13-0610, 82-1252 previous numbers Repealing and recreating Wausau Municipal Code Chapter 10.40 Bicycles and repealing chapters 10.41, 10.42, and 10.43

PURPOSE

Repeal and recreate Wausau Municipal Code Chapter 10.40 Bicycles and repealing chapters 10.41, 10.42, and 10.43

BACKGROUND

The Wausau MPO Bike/Ped Subcommittee has created a model e-bike ordinance to assist with creating consistency throughout the region. It also ensures that all definitions align with Wisconsin State Statute. The City of Wausau has customized portions of the ordinance to align with speed limits on the River Edge Parkway and rules of the road. It has enabled staff to collaborate across departments and determine what will best enable consistent and clear enforcement. The proposed Chapter creates integrated language for a variety of devices that were previously each covered separately in the chapter.

RECOMMENDATION

April 27, 2026, Bicycle and Pedestrian Advisory Committee approved unanimously 4-0.

CITY OF WAUSAU, 407 Grant Street, Wausau, WI 54403

ORDINANCE OF	
Ordinance repealing and recreating Chapter 10.40 Bicycles, and repealing Chapter 10.41 Electric Scooters, Chapter 10.42 Go-Carts, Mini-Bikes, and Motorized Scooters, and Chapter 10.43 Motorized Bicycles.	
Committee Action: Approved _____	Ordinance Number:
Fiscal Impact: None	
File Number:	Date Introduced:

The Common Council of the City of Wausau do ordain as follows:

Section 1. That Chapter 10.40, Bicycles, is hereby repealed and recreated to read as follows:

10.40 BICYCLES, E-BIKES, AND SIMILAR DEVICES REGULATED

10.40.010 Purpose and Intent.

The purpose of this Ordinance is to establish clear, consistent, and enforceable regulations for the use of bicycles, electric bicycles (e-bikes), electric scooters, and similar devices within the City in order to:

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

10.40.020 Definitions.

The following words, terms, and phrases, when used in this Chapter shall have the meanings ascribed to them in this Section, except where the context clearly indicates a different meaning:

- (a) *Bicycle* means a vehicle propelled solely by human power through pedals and having one or more wheels.
- (b) *Electric Bicycle* or *E-Bicycle* means a bicycle that is equipped with fully operative pedals for propulsion by human power and an electric motor of 750 watts or less and that meets

the requirements of any of the following classifications:

- (1) *Class 1 E-bicycle* means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
 - (2) *Class 2 E-bicycle* means an electric bicycle that may be powered solely by the motor and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.
 - (3) *Class 3 E-bicycle* means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.
- (c) *Electric Motorized Device* or *E-Moto* means any electric-powered device designed for transportation without fully operable pedals, including electric dirt bikes, electric motorcycles, one-wheeled devices, or similar devices. E-Moto does not include any motor vehicle that would be classified as a motorcycle per Wis. Stat. § 340.01(32) or otherwise be required to be registered pursuant to Wis. Stat. Ch. 341.
- (d) *Electric Scooter* means a device weighing less than 100 pounds that has handlebars and an electric motor, is powered solely by the electric motor and human power, and has a maximum speed of not more than 20 miles per hour on paved level surface when powered solely by the electric motor. Electric Scooter does not include any electric personal assistive mobility device, motor bicycle, electric bicycle, or moped.
- (e) *Motorized Bicycle* has the same meaning as in Wis. Stat. § 340.01(30).
- (f) *Multi-use Path* or *Trail* means any paved or unpaved off-street path intended for shared use by pedestrians, bicyclists, and other non-motorized users.
- (g) *Personal Assisted Mobility Device* (“PAMD”) means a self-balancing device with two wheels not in tandem, designed to transport only one person by an electric propulsion system with an average power of seven hundred fifty watts (one horsepower) having a maximum speed on a paved level surface, when powered solely by such a propulsion system while ridden by an operator weighing one hundred seventy pounds, of less than twenty miles per hour or a self-balancing device with one wheel designed to transport only one person by an electric propulsion system with an average power of two thousand watts (two and two-thirds horsepower) having a maximum speed on a paved level surface, when powered solely by such a propulsion system, of less than twenty miles per hour.

10.40.030. State Law Adopted.

- (a) Wisconsin Stats. §§ 346.02(12), 346.80, 346.803, and 346.806 are hereby adopted by reference, as amended from time to time.

10.40.040 Rules of the Road and Areas of Operations.

(a) Roadways.

- (1) Any person operating a Bicycle, E-Bicycle, Electric Scooter, or PAMD upon a roadway without designated bicycle lanes, shall ride as close as practicable to the right-hand edge or curb of the unobstructed traveled roadway, including operators who are riding two or more abreast where permitted under Subsection (4) below, except:
 - i. When overtaking and passing another vehicle proceeding in the same direction.
 - ii. When preparing for a left turn or U-turn at an intersection or a left turn into a private road or driveway.
 - iii. When reasonably necessary to avoid unsafe conditions, including fixed or moving objects, parked or moving vehicles, pedestrians, animals, surface hazards or substandard width lanes that make it unsafe to ride along the right-hand edge or curb.
 - iv. When upon a one-way roadway having two or more lanes available for traffic, a person may ride as near the left-hand edge or curb of the roadway as practicable.
- (2) Any person operating a Bicycle, E-Bicycle, Electric Scooter, or PAMD upon a roadway shall exercise due care when passing a standing or parked vehicle or a vehicle proceeding in the same direction.
- (3) Operating two abreast.
 - i. Persons riding Bicycle, E-Bicycle, Electric Scooter, or PAMD upon a roadway may ride two abreast if such operation does not impede the normal and reasonable movement of traffic. Bicycle, electric scooter, or electric personal assistive mobility device operators riding two abreast on a two-lane or more roadway shall ride within a single lane.
 - ii. Persons riding Bicycle, E-Bicycle, Electric Scooter, or PAMD upon a roadway may not ride more than two abreast except upon any path, trail, lane or other way set aside for the exclusive use of Bicycles, E-Bicycles, Electric Scooters, or PAMDs.
- (4) No person may operate a Bicycle, E-Bicycle, Electric Scooter, or PAMD upon a roadway where a sign is erected indicating that Bicycle, E-Bicycle, Electric Scooter, or PAMD riding is prohibited. The Infrastructure and Facilities

Committee is the delegated authority to recommend to the Common Council rules restricting bicycle operation within the City. After adoption by the Council and publication, the Infrastructure and Facilities Committee shall cause signs to be posted bearing the restrictions at appropriate places upon the streets.

- (5) Persons operating a Bicycle, E-Bicycle, Electric Scooter, or PAMD upon a roadway with a designated bicycle lane shall operate within the bicycle lane.

(b) Sidewalks.

- (1) Bicycle, E-Bicycle, Electric Scooter, and PAMD shall be permitted to operate on the sidewalks in the following locations:

- i. Grand Avenue, from Schofield City limits to the southern boundary line of Forest Street.
- ii. Forest Street, from the east boundary of Sixth Street to the west boundary of Fifth Street.
- iii. East Randolph Street, at the beginning of the curb radii, of the East Randolph Street terminus, to approximately 350 feet east onto Burek Avenue.
- iv. Bridge Street bridge
- v. Thomas Street bridge
- vi. Scott Street and Washington Street bridges.

- (2) When sidewalks are present on both sides of a roadway identified above, Bicycles, E-Bicycles, Electric Scooters, and PAMDs must use the sidewalk on the side of the roadway so as to travel in the same direction as traffic.

- (3) Bicycle, E-Bicycle, Electric Scooter, and PAMD operating on sidewalks shall adhere to the rules of the road in Subsection (c)(2), (4), and (5).

(c) Multi-use Paths and Trails.

- (1) Bicycle, E-Bicycle, Electric Scooter, and PAMD shall be permitted on Multi-use Paths and Trails, unless otherwise posted.

- (2) Every person operating a Bicycle, E-Bicycle, Electric Scooter, or PAMD upon a Multi-use Path or Trail shall:

- i. Exercise due care and give an audible signal when passing a Bicycle, E-Bicycle, Electric Scooter, PAMD, or a pedestrian proceeding in the same direction.
 - ii. Obey each traffic signal or sign facing a roadway which runs parallel and adjacent to a bicycle way.
- (3) Every person operating a Bicycle, E-Bicycle, Electric Scooter, or PAMD upon a Multi-use Path or Trail open to two-way traffic shall ride on the right side of the Multi-use Path or Trail.
- (4) Every operator of a Bicycle, E-Bicycle, Electric Scooter, or PAMD entering a Multi-use Path or Trail shall yield the right-of-way to all Bicycles, E-Bicycles, Electric Scooters, PAMDs, and pedestrians in the Multi-use Path or Trail.
- (5) Bicycles and E-Bicycles operated on Multi-use Path or Trail shall be operated at a reasonable and prudent speed to avoid colliding with any other person, object, or vehicle.

10.40.050 Operating Speed.

- (a) No Bicycle, E-Bicycle, Electric Scooter, or PAMD shall be operated at a speed greater than the posted speed limit on any roadway.
- (b) No Bicycle, E-Bicycle, Electric Scooter, or PAMD shall be operated at a speed greater 15 MPH on a Multi-Use Path or Trail

10.40.060 Disorderly and Reckless Operation of a Bicycle, E-Bicycle, or Similar Device.

- (a) Reckless Operation. No person may operate a Bicycle, E-Bicycle, Electric Scooter, PAMD, E-Moto, or Motorized Bicycle in a manner that:
 - (1) Endangers the safety of any person or property by negligent operation.
 - (2) Causes bodily harm or great bodily harm to another by negligent operation.
- (b) Disorderly Operation. No person shall operate Bicycle, E-Bicycle, Electric Scooter, PAMD, E-Moto, or Motorized Bicycle in a manner that:
 - (1) Demonstrates carelessness or indifference to the safety of the operator or others;
 - (2) Is boisterous, raucous, or otherwise disorderly under circumstances in which such conduct tends to cause or provoke a disturbance; or
 - (3) Involves the intentional, deliberate, or unnecessary performance stunts or wheelies, skids, or other maneuvers that unreasonably endangers any person or

property.

- (c) Penalties. Any person who shall violate this section shall be subject to a forfeiture of not less than \$50.00 and not more than \$200.00 plus the costs of prosecution.

10.40.070 Age Restrictions

- (a) Operators of Class 3 E-Bicycles must be at least 16 years of age.
- (b) There is no minimum age requirement for Class 1 or Class 2 E-Bicycles.

10.40.080 Equipment Requirements

- (a) E-Bicycles shall be equipped with:
 - (1) Fully operable pedals;
 - (2) A permanent manufacturer's label indicating the E-Bicycles class, top assisted speed, and motor wattage.
- (b) Class 3 E-Bicycles must be equipped with a speedometer.
- (c) Bicycles and E-Bicycles shall be equipped with lighting and reflector equipment that complies with Wis. Stat. § 347.489.

10.40.090 Registration and licensing.

- (a) No registration or licensing shall be required for Bicycles, E-Bicycles, E-Scooters, E-Motos, or Motorized Bicycles but owners are encouraged to register their devices with the Wausau Police Department.
- (b) A driver's license is not required to operate an E-Bicycle of any Class.

10.40.100 Prohibited Devices.

- (a) E-Motos, Motorized Bicycles, and other electric motorized devices without pedals are prohibited from operating on:
 - (1) Sidewalks;
 - (2) Multi-use paths;
 - (3) Trails; and
 - (4) Parks, unless otherwise permitted by ordinance and posted.

10.40.110 Penalties.

Except as otherwise provided in this Chapter, any person who shall violate this Chapter shall be subject to a forfeiture of not less than \$25.00 and not more than \$50.00 plus the costs of prosecution.

Section 2. That Chapter 10.41 Electric Scooters, is hereby repealed.

Section 3. That Chapter 10.42 Go-Carts, Mini-Bikes, and Motorized Scooters, is hereby repealed.

Section 4. That Chapter 10.43 Motorized Bicycles, is hereby repealed.

Section 5. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 6. This ordinance shall be in full force and effect on the day after its publication.

Adopted:
Approved:
Published:
Attest:

Approved:

Doug Diny, Mayor

Attest:

Kody Hart, Deputy City Clerk

Chapter 10.40 - BICYCLES

10.40.010 - Registration required.

No person shall operate a bicycle or motor bicycle upon any street, alley, public highway, sidewalk, bicycle lane, bicycle route, bicycle way or other public right-of-way in the City unless the bicycle or motor bicycle is registered as provided in this chapter. This chapter shall apply to all permanent and temporary residents of the City and to such nonresidents who operate bicycles or motor bicycles upon the streets of the City habitually or frequently, either in going to or from school, or to or from work, or for other purposes; but shall not apply to casual travelers or tourists passing through the City on their bicycles or motor bicycles, nor to those residents of cities, villages and townships adjacent to the City who are validly and currently registered within their respective jurisdictions.

(Ord. 61-5573 §1(part), 2013; Ord. 61-4776 §1(part), 1992.)

10.40.020 - Registration.

- (a) Registration shall be made with the Wausau Police Department who shall provide the appropriate forms therefor. Upon registration the bicycle or motor bicycle which shall be permitted to be operated within the City as provided in this chapter.
- (b) The registration shall be permanent from the date of registration; provided that the bicycle or motor bicycle remains with the owner/owners' family and at the registered address.

(Ord. 61-5573 §3 & 4 (part), 2013; Ord. 61-5573 §2(part), 2013; Ord. 61-4776 §1(part), 1992; Ord. 61-4776 §1(part), 1992; Ord. 61-4776 §1(part), 1992.)

10.40.050 - Rules of the road.

- (a) The rules of the road for bicycles as enacted by the State of Wisconsin have been adopted elsewhere in this Code as part of the Wausau motor vehicle rules of the road.
- (b) The Infrastructure and Facilities Committee is the delegated authority to recommend to the Common Council rules restricting bicycle operation within the City. After adoption by the Council and publication, the Infrastructure and Facilities Committee shall cause signs to be posted bearing the restrictions at appropriate places upon the streets.
- (c) Bicycles shall be permitted on the sidewalks on the following bridges:
 - (1) Bridge Street bridge;
 - (2) Thomas Street bridge.
 - (3) Scott Street and W. Washington Street bridge.

(d) Bicycles shall be permitted on the sidewalks in the following location:

- (1) Grand Avenue, from Schofield City limits to the southern boundary line of Forest Street.
- (2) Forest Street, from the east boundary of Sixth Street to the west boundary of Fifth Street.
- (3) East Randolph Street, at the beginning of the curb radii, of the East Randolph Street terminus, to approximately 350 feet east onto Burek Avenue.

(Ord. 61-5758, § 1, 2017, File No. 82-1252; Ord. 61-5705, § 9, 2016; Ord. 61-5631, § 1, 2014; Ord. 61-5498, § 1, 2011, File No. 82-1252; Ord. 61-5487, § 1, 2011, File No. 82-1252; Ord. 61-5328, § 5, 2007, File No. 82-1252; Ord. 61-4776, § 1, 1992.)

(Ord. No. 61-5959, § 13, 3-26-2024; Ord. No. 61-5984, § 1, 3-25-2025)

Chapter 10.41 - ELECTRIC SCOOTERS

10.41.010 - Definitions.

The following definitions shall apply in the interpretation and enforcement of this chapter:

Electric scooter means a device weighing less than 100 pounds that has handlebars and an electric motor, is powered solely by the electric motor and human power, and has a maximum speed of not more than 20 miles per hour on paved level surface when powered solely by the electric motor. Electric scooter does not include an electric personal assistive mobility device, motorcycle, motor bicycle, electric bicycle, or moped.

(Ord. No. 61-5933, § 1, 1-10-2023)

10.41.020 - State laws applicable.

Every person using an electric scooter upon a public roadway shall be subject to the provisions of all ordinances and state laws including Wis. Stats. §§ 346.02(12), 346.80, 346.803, and 346.805, applicable to the operator of any vehicle, except those provisions with reference to the equipment of vehicles and those provisions that, by their nature, would have no application.

(Ord. No. 61-5933, § 1, 1-10-2023)

10.41.030 - Provisions for operation.

- (a) *Where prohibited.* Except as provided in subsection (b), no electric scooters shall be operated on any public sidewalks or any City-owned parking ramps. No electric scooters shall be operated on any roadway, trail, path, or property where a sign is erected indicating that bicycles and/or electric scooters are prohibited.

- (b) *Permitted sidewalks.* Electric scooters are permitted on the sidewalks in the following locations:
- (1) Bridge Street bridge;
 - (2) Thomas Street bridge;
 - (3) Scott Street and W. Washington bridge;
 - (4) Grand Avenue, from Schofield City limits to the southern boundary line of Forest Street; and,
 - (5) Forest Street, from the east boundary of Sixth Street to the west boundary of Fifth Street.
- (c) *Riding on roadway.*
- (1) Every person using an electric scooter upon a two-way public street shall ride as near as practicable to within five feet of the right curb or edge of the roadway, except when passing another vehicle or making a left-hand turn; and when riding in groups, users of electric scooters shall ride in single file, except on residential streets which are not divided by painted or other marked extra lines where they may ride two abreast. On one-way roads, the user may ride as near as practicable to within five feet of the left-hand curb or edge of the roadway.
 - (2) Persons using electric scooters shall not impede the normal movement of motor vehicle traffic.
- (d) *Bicycle ways.* Operation of electric scooters are permitted on any ways, lanes, trails, paths, or other property designated for the use and operation of bicycles.
- (e) *Clinging to other vehicles.* No person using an electric scooter shall cling to or attach themselves or an electric scooter to any moving vehicle.
- (f) *Contests with other vehicles; stunt riding.* No person using an electric scooter shall participate in any race, speed, or endurance contest with any other moving vehicle on a City roadway or perform any trick riding on any highway, bicycle way, or sidewalk or operate with no hands on the handlebars or otherwise practice any fancy or acrobatic riding or stunts while operating such electric scooter.
- (g) *Traffic regulations and speed limits.* Every person using an electric scooter upon a public roadway shall obey all the instructions of official traffic-control devices, signs, and signals applicable to vehicles and shall not operate an electric scooter at a speed greater than the speed limit.
- (h) *Right-of-way.*
- (1) The operator of a vehicle shall yield the right-of-way to a person using an electric scooter in the same manner as for bicyclists and pedestrians. When using an electric scooter, every person shall, upon entering a public roadway, yield the right-of-way to motor vehicles, except that a person using an electric scooter shall be subject to the same regulations as bicyclists and pedestrians. Operators of electric scooters shall offer the right-of-way to bicycles in bicycle lanes and on bicycle paths.

- (2) Every person operating an electric scooter upon a sidewalk shall yield the right-of-way to any pedestrian or bicyclist and shall exercise due care and give an audible signal when passing a bicycle or other electric scooter or electric personal assistive mobility device or a pedestrian proceeding in the same direction.
- (i) *Towing prohibited.* The operator of an electric scooter shall not tow, drag, or cause to be drawn behind the electric scooter any coaster, sled, toy vehicle, trailer, person on in-line or other skates or skateboard, or any other type of conveyance.
- (j) *Passengers.* No electric scooter shall be used to carry more persons at one time than the number for which it is designed and equipped.
- (k) *Age limit.* No person less than eight years of age shall operate an electric scooter on City roadways or sidewalks, except that persons six or seven years of age may do so during daylight hours if accompanied by an adult capable of remaining close enough to ensure the safe operation of the scooter by such child, such as by walking or running alongside, using their own electric scooter or bicycle, or engaging in a similar activity. This subsection is intended to permit the usage of electric scooters by families.
- (l) *Headphones prohibited.* No operator of an electric scooter shall wear any headphones, earphones, or earbuds covering or inserted into both ears while operating an electric scooter.
- (m) *Equipment regulations.* Every person using electric scooters between one-half hour after sunset and one-half hour before sunrise shall have the scooter equipped with a lamp firmly attached to the front of such electric scooter exhibiting a white light to the front, and with a reflector or a lamp mounted on the rear of the vehicle visible at a distance of 500 feet. The reflector shall not be less than three inches in diameter.
- (n) *Parking.* No owner of an electric scooter shall permit it to be left, nor shall any person using an electric scooter leave it, unattended in a manner which obstructs any City roadway or sidewalk or other public way.

(Ord. No. 61-5933, § 1, 1-10-2023)

10.41.040 - Penalty.

Any person violating any provision of this chapter shall be required to forfeit \$50.00 as well as court costs and the costs of prosecution.

(Ord. No. 61-5933, § 1, 1-10-2023)

Chapter 10.42 - GO-CARTS, MINI-BIKES, AND MOTORIZED SCOOTERS

10.42.010 - Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Fermented malt beverages has the meaning designated in Wis. Stats. § 125.02(6).

Intoxicating liquor has the meaning designated in Wis. Stats. § 125.02(8).

Go-cart means a small, four wheeled, motorized vehicle with an open frame and no roof.

Mini-bike means a small, two wheeled, motorized vehicle approximately 18 inches high and includes pocket bikes, mini-choppers, or other mini-motorcycles. Mini-bike does not include a "moped" as defined in Wis. Stats. § 3.40.01(29m)(am), or "motor bicycle" as defined in Wis. Stats. § 340.01(30).

Motorized scooter means a vehicle designed to be operated by a person in the standing position or is equipped with a bicycle or similar seat that does not have working pedals and is powered by an internal-combustion engine or electric motor capable of propelling the device with or without human propulsion.

Narcotic drug has the meaning designated in Wis. Stats. § 961.01(15).

(Ord. 61-5519 §2(part), 2012; Ord. 61-5519 §1(part), 20012; Ord. 61-4239 §1(part), 1973.)

10.42.020 - Provisions for go-cart, mini-bike and motorized scooter operation.

No person shall operate a go-cart, mini-bike or motorized scooter in the City in the following manner:

- (a) At a rate of speed that is unreasonable or improper under the circumstances;
- (b) In any careless way so as to endanger the person or property of another;
- (c) While under the influence of intoxicating liquor, fermented malt beverages, narcotics or other controlled substances;
- (d) In such a way that the exhaust of the motor makes an excessive or unusual noise;
- (e) Without a functioning muffler;
- (f) On the private property of another without the consent of the owner or lessee. Failure to post private property does not imply consent for use. Any other motor-driven craft or vehicle principally manufactured for off-highway use shall at all times have the consent of the owner before operation of such craft or vehicle on private lands;
- (g) During the time period of one hour after sunset to sunrise, as reported by the United States Weather Service for the day in question;
- (h) On a slide, ski or skating area, except by the owner of such slide, ski or skating area, or the owners employees, contractors or agents for the purpose of servicing the area, crossing at places where marked or after stopping and yielding the right-of-way to any person;
- (i)

On or across a cemetery, burial ground, school or church property, without the consent of the owner;

- (j) On the lands of an operating airport or landing facility, except for the employees, contractors, or agents of the owner of such airport or landing facility in performance of their lawful duties or with consent of the owner, or owner's duly authorized employees or agents;
- (k) On any lands, operated or leased by the City of Wausau;
- (l) Upon any public right-of-way within the City, and specifically including sidewalks, boulevards and traveled portions of right-of-way.

(Ord. 61-5519 §3(part), 2012; Ord. 61-4587 §1, 1986; Ord. 61-4239 §1 (part), 1973.)

10.42.030 - Penalties.

Section 1.01.11 shall be the penalty section for violations of this chapter.

(Ord. 61-4239 §1(part), 1973.)

Chapter 10.43 - MOTORIZED BICYCLES

10.43.010 - Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Motor bicycle has the meaning designated in Wis. Stats. § 340.01(30).

10.43.020 - Provisions for motor bicycle operation.

- (a) Every motor bicycle shall be operated at all times with due regard to the safety of the operator and other persons upon a highway, bicycle way, or sidewalk and no person shall:
 - (1) Operate a motor bicycle in a way that interferes with or is likely to interfere with the rights of other persons using such highway, bicycle way, or sidewalk;
 - (2) Operate a motor bicycle in a careless or imprudent manner, or at a speed greater than is reasonable and prudent under traffic or pedestrian conditions existing at the time;
 - (3) Perform any trick riding on any highway, bicycle way, or sidewalk or operate a motor bicycle with no hands on the handle bars;
 - (4) Park a motor bicycle on any highway, bicycle way, or sidewalk in such a manner as to interfere with free passage by the public.
- (b) No more than one person may ride on a motor bicycle at any one time.
- (c)

Motor bicycles shall be subject to the restrictions of section 10.40.050(a)–(c). Motor bicycles shall be subject to the provisions of section 10.40.050(d) provided such motor bicycle is operated without its motor at the time.

10.43.030 - Registration required.

All motor bicycles shall be registered as provided in Sections 10.40.010 and 10.40.020.

(Ord. 61-5573 §6 (part), 2013, File No. 13-0610)

10.43.040 - Penalties.

Section 1.01.110 shall be the penalty section for violations of this chapter.

(Ord. 61-5573 §5(part), 2013, File No. 13-0610; Ord. 61-5522 §1, 2012, File No. 12-0708)



Engineering
Brad Lenz, City Planner

DATE: May 14, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Approve a voluntary public crossing closure agreement with the Fox Valley & Lake Superior Rail System

PURPOSE

Approve attached agreement with Railroad to avoid a contested hearing at the Office of the Commissioner of Railroads (OCR) for the new bike/ped crossing in Gilbert Park.

BACKGROUND

In January 2026, the City petitioned the Office of the Commissioner of Railroads (OCR) for a new bike/ped crossing at the south end of Gilbert Park. The crossing would allow extension of the River Edge Parkway into Gilbert Park. There, a proper trail head could be established while adding another half-mile of river frontage onto the trail.

As part of the petition process, the City and Railroad are encouraged to negotiate in order to avoid a contested hearing at the OCR. City and Watco/Foxy staff have discussed a number of existing railroad crossings in the city that are unsafe and could be closed to offset additional safety concerns brought on by establishing a new crossing.

The draft closure agreement outlines two crossings that would be closed this year, along with three more alley crossings that would be closed in 2028. Approval by the Common Council of the closure agreement would ensure that the proposed new crossing in Gilbert Park is uncontested by the Railroad at the OCR.

RECOMMENDATION

Approve the voluntary public crossing closure agreement.

Voluntary Public Crossing Closure Agreement

**By and Between
the Fox Valley & Lake Superior Rail System, L.L.C.**

**And The
City of Wausau, Wisconsin**

**Voluntary Public Crossing Closures:
Devoe Street (#392841W)
Alley Crossing (#182032G)
Alley Crossing (182043U)
Alley Crossing (182047W)
Alley Crossing (392830J)**

**Location:
City of Wausau, Marathon County, Wisconsin**

At its' May 14th, 2026 Infrastructure and Facilities Committee Meeting, members of the committee considered and adopted Planning Ordinance/Resolution No. _____ related to the voluntary closures of the existing at-grade public railroad crossings located on tracks owned and operated by the Fox Valley & Lake Superior Rail System L.L.C. (FOXY). The adoption of Planning Ordinance/Resolution No. _____ will permanently close the at-grade public railroad crossings to all public traffic permanently, consistent with Exhibits Attached. The public at-grade railroad crossings to be closed are: Devoe Street (#392841W), Alley Crossing (#182032G), Alley Crossing (182043U), Alley Crossing (182047W), and Alley Crossing (392830J). These five (5) at-grade public railroad crossings within the railroad right of way will be obliterated and permanently removed. City Council of the City of Wausau, Wisconsin (City) will consider and authorize approval at its' June ____, 2026 City Council Meeting.

General Description: The City of Wausau is planning to construct and operate an extension to the multi-use trail called the "River Edge Parkway Trail". This extension will require the construction of a new public at-grade railroad crossing near Gilbert Park, over FOXY Tracks that are active with daily train schedules. City and FOXY Staff worked collaboratively to identify the safety impacts of a new at-grade public railroad crossing near Gilbert Park, including existing safety issues at other existing crossings throughout the city. New at-grade public crossings are a liability and a new maintenance responsibility of the FOXY railroad. FOXY staff has reviewed the new design of the River Edge Parkway Trail as it relates to a new at-grade public railroad

crossing and has provided feedback to the city on how to address acceptable skews and signage at the new crossing and in advance of the new crossing.

This Joint Agreement between the City and FOXY will provide for the important and necessary extension of the River Edge Parkway Trail for residents, recreationalists and commuters of the City of Wausau and improve public safety at existing dangerous intersections crossing FOXY railroad tracks.

Closures: Devoe Street (#392841W) is not a legal public crossing since there is no road on the western side of the railroad corridor. This presents a danger to motorists using the crossing to nowhere. Also, there are four (4) Alley Crossings that are extremely dangerous and non-compliant with standard roadway design specifications. There are clear visual limitations at these Alley Crossings impairing visibility of trains and oncoming motor vehicles approaching the crossings. Of greater concern, these crossings are located in a “pre-rule quiet zone”, which prohibits the use of the locomotive whistle between the hours of 7:00pm and 7:00am. FOXY train crews consider these amongst the most dangerous crossings in the city. These crossings are located on unnamed Alleys and include Alley Crossing (#182032G), Alley Crossing (182043U), Alley Crossing (182047W), and Alley Crossing (392830J). These crossings are light density at-grade public railroad crossings with less than 200 AADT, and are not designated truck, bus, pedestrian, bicycle, or EMS routes. There are adequate and convenient alternative routes available throughout the local area that have sufficient capacity to handle traffic once these roadway crossings are closed permanently to the public. These at-grade public railroad crossings at Devoe Street including the Alleys are redundant and unnecessary crossings.

The existing at-grade public railroad crossings located at Devoe Street and the Alleys along the FOXY Valley Subdivision and the Abbey Spur are to be closed permanently to all public and private uses. The asphalt and gravel surfaces within the Railroad Right of Way on either sides of the crossings will be removed permanently. The existing railroad crossing surface, pavement and other crossing related improvements within the railroad right of way will be obliterated and disposed of off-site by FOXY forces. This includes removal of all asphalt, signs, posts and other material within the railroad right of way. At the railroad right of way boundary line on either side of the crossing, the FOXY will install end of road beamguards with reflective signs consistent with the MUTCD. Please see diagrams shown as Exhibit A.

By action of the City of Wausau Infrastructure and Facilities Committee at its' May 14, 2026 Meeting, and as governed by Planning Ordinance/Resolution No. _____, the City of Wausau and the Fox Valley & Lake Superior Rail System (FOXY), mutually agree as follows:

Devoe Street (#392841W) and Alley Crossing #182032G:

1. City and FOXY will work cooperatively to voluntarily and permanently close the Devoe Street #392841W and the Alley Crossing #182032G at-grade public railroad crossings. Said closures shall occur no later than August 15, 2026.

2. FOXY is 100% responsible for all materials and labor associated with the physical closure costs including crossing surface removal and disposal, grading, any vegetation removal, and installation of steel beam guard and signage at the crossing.
3. All work will be consistent with the attached Exhibits A – the Plan Diagrams.
4. FOXY will provide railroad protection while work is being done within the railroad right of way.
5. FOXY will provide and install “No Trespassing” signs along side the newly installed beamguards on both sides of the railroad track.
6. City will install advance warning signs (Dead End, No-thru Traffic or No Outlet) along the roadway in advance of the crossing closure.
7. City will modify any and all existing traffic or access plans to reflect the closure of these at-grade public railroad crossings.

Alley Crossings #182043U, 182047W and 392830J:

1. City and FOXY will work cooperatively to voluntarily and permanently close Alley Crossings #182043U, #182047W and #392830J at-grade public railroad crossings. Said closures shall occur no later than August 15, 202~~8~~7.
2. City and FOXY will work cooperatively with adjoining landowner(s) to secure and maintain access to adjoining private parcels as part of the closure process. This includes any and all necessary conveyances from City or FOXY to adjoining landowner(s) or necessary vacations on behalf of the City to secure and maintain access to adjoining private parcels.
3. FOXY is 100% responsible for all materials and labor associated with the physical closure costs including crossing surface removal and disposal, grading, any vegetation removal, and installation of steel beam guard and signage at the crossing.
4. All work will be consistent with the attached Exhibits A – the Plan Diagrams.
5. FOXY will provide railroad protection while work is being done within the railroad right of way.
6. FOXY will provide and install “No Trespassing” signs along side the newly installed beamguards on both sides of the railroad track.
7. City will provide any necessary surveying services associated with land transfers, vacations, etc., in order to secure and maintain access to and from adjoining private parcels.

8. City will install advance warning signs (Dead End, No-thru Traffic or No Outlet) along the roadway in advance of the crossing closure.
9. City will modify any and all existing traffic or access plans to reflect the closure of both at-grade public railroad crossings.

SIGNED:

City of Wausau, Wisconsin

Signature - Mayor

Date

Witness

Name PRINTED Here

Name PRINTED Here

Fox Valley & Lake Superior Rail System L.L.C.

Approval

Date

Witness

Name PRINTED Here

Name PRINTED Here

REV	DATE	ISSUED FOR
10/13/23		REVIEW

DRAWN:	R. PETZKE
CHECKED:	R. BARZ
DOCUMENT NO.	20.053

RETTLER
 corporation
 3317 Business Park Drive, Stevens Point, WI 54482
 Telephone: 715 - 341 - 2633, Fax: 715 - 341 - 0431
 email: info@rettler.com, website: www.rettler.com

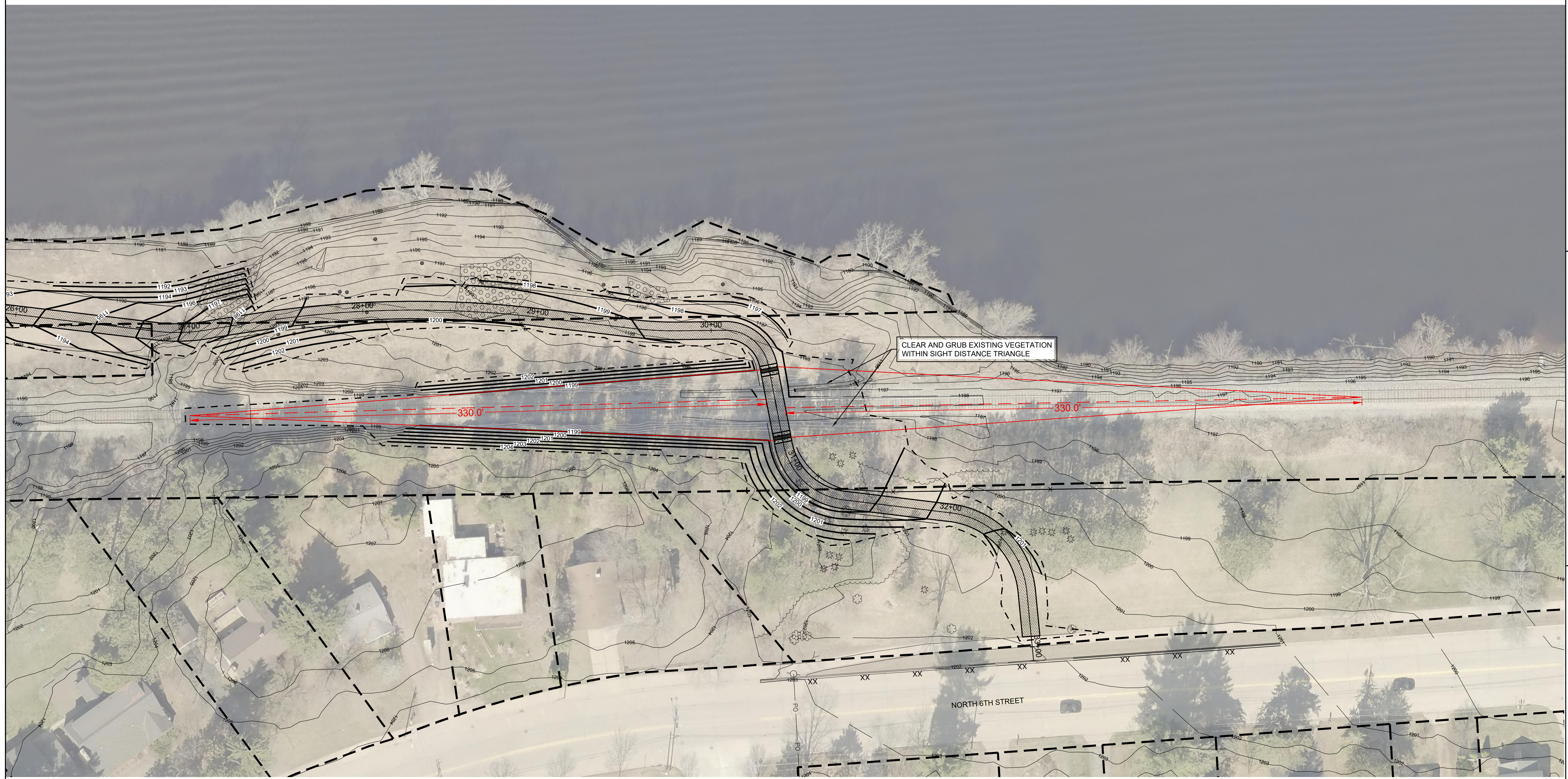
RIVER EDGE TRAIL
 EXPANSION PROJECT
 SITE PLAN AT RAILROAD CROSSING

CITY OF WAUSAU
 407 GRANT STREET
 WAUSAU, WI 54403

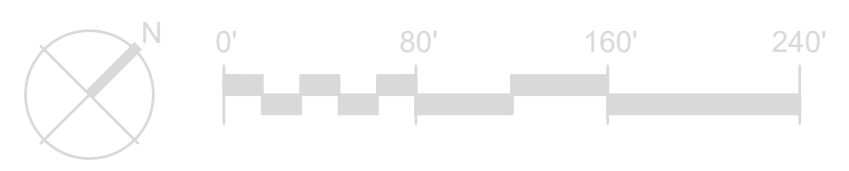
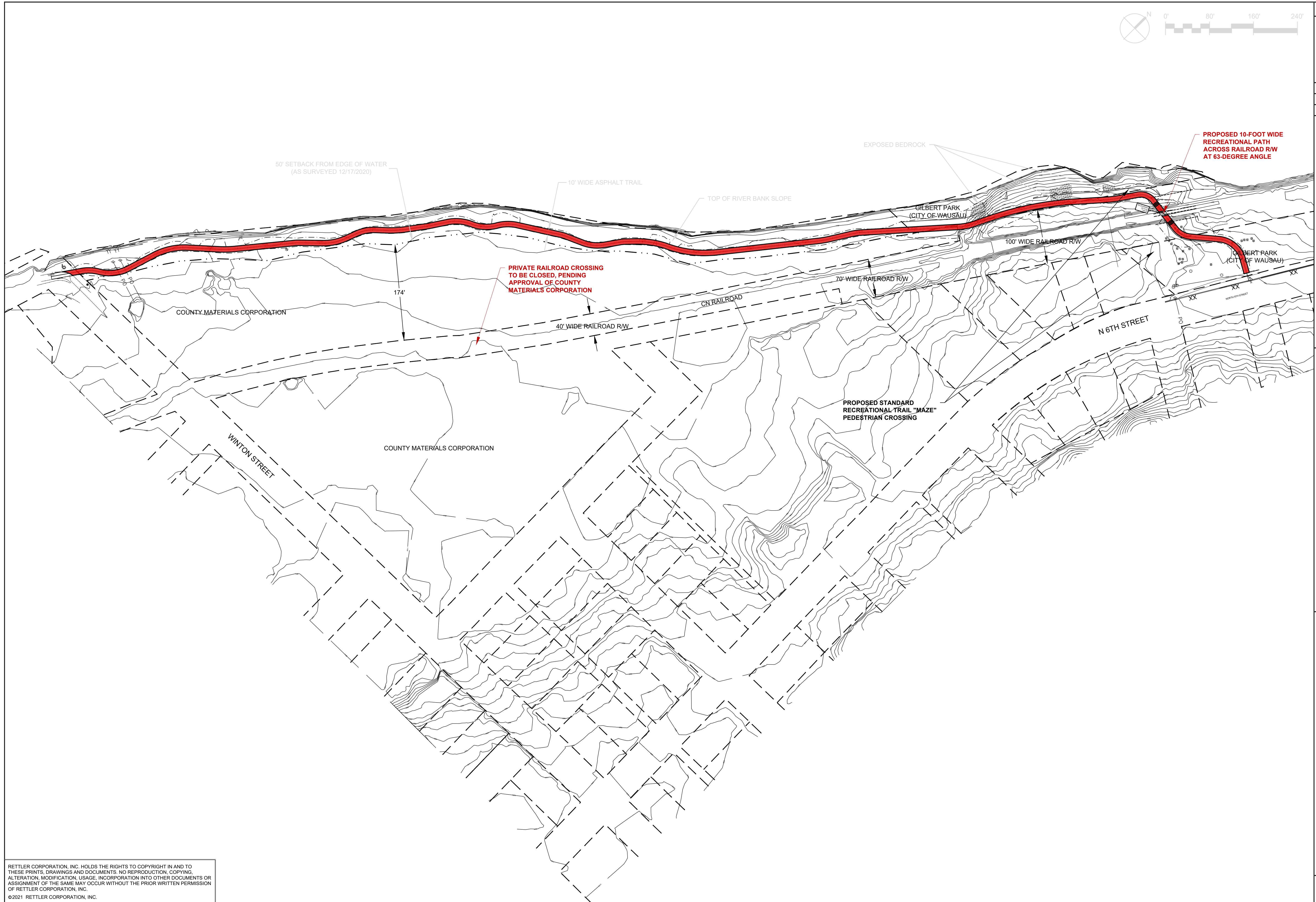
C306

LEGEND

- CONSTRUCTION LIMITS - - - - -
- PROPOSED FENCE — x —
- PROPERTY LINE - - - - -



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REV	DATE	ISSUED FOR
10/13/23		REVIEW

DRAWN: R.PETZKE
 CHECKED: R.BARZ
 DOCUMENT NO. 20.053

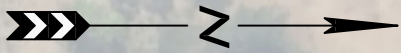
RETTLER
 corporation
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 email: info@rettler.com, website: www.rettler.com

RIVER EDGE TRAIL
 EXPANSION PROJECT
 OVERVIEW: WINTON ST - GILBERT PARK

CITY OF WAUSAU
 407 GRANT STREET
 WAUSAU, WI 54403

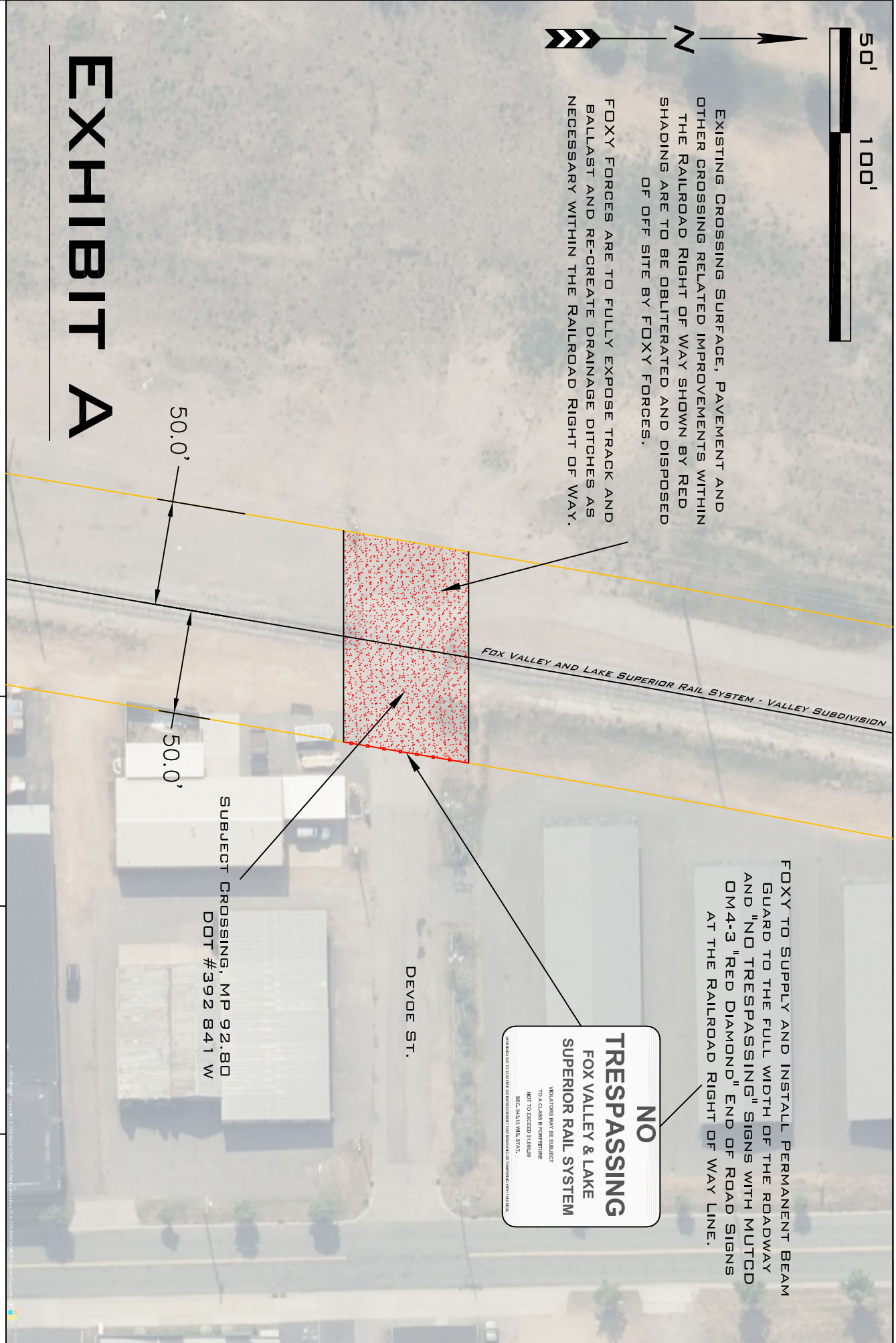
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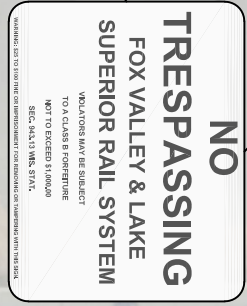


EXISTING CROSSING SURFACE, PAVEMENT AND OTHER CROSSING RELATED IMPROVEMENTS WITHIN THE RAILROAD RIGHT OF WAY SHOWN BY RED SHADING ARE TO BE OBLITERATED AND DISPOSED OF OFF SITE BY FOXY FORCES.

FOXY FORCES ARE TO FULLY EXPOSE TRACK AND BALLAST AND RE-CREATE DRAINAGE DITCHES AS NECESSARY WITHIN THE RAILROAD RIGHT OF WAY.



FOXY TO SUPPLY AND INSTALL PERMANENT BEAM GUARD TO THE FULL WIDTH OF THE ROADWAY AND "NO TRESPASSING" SIGNS WITH MUTCD OM-4-3 "RED DIAMOND" END OF ROAD SIGNS AT THE RAILROAD RIGHT OF WAY LINE.



DEVDE ST.

SUBJECT CROSSING, MP 92.80
DOT #392 841 W

EXHIBIT A

DRAFT

REVISIONS:

NO.	DATE	DESCRIPTION

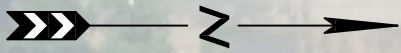
DATE: 3-3-26

SCALE: AS SHOWN
DIVISION: WAUSAU
DESIGNED / DRAWN BY: BJM
CHECKED BY:
SURVEY BY: BJM



FOX VALLEY & LAKE SUPERIOR RAIL SYSTEM

EXHIBIT A
CROSSING CLOSURE
DEVDE ST.,
CITY OF WAUSAU,
MARATHON COUNTY WI
REVISION: 0 SHEET 1 OF 1
FOXY-CLOSE-VALLEYDEVDE



EXISTING CROSSING SURFACE, PAVEMENT AND OTHER CROSSING RELATED IMPROVEMENTS WITHIN THE RAILROAD RIGHT OF WAY SHOWN BY RED SHADING ARE TO BE OBLITERATED AND DISPOSED OF OFF SITE BY FOXY FORCES.

FOXY FORCES ARE TO FULLY EXPOSE TRACK AND BALLAST AND RE-CREATE DRAINAGE DITCHES AS NECESSARY WITHIN THE RAILROAD RIGHT OF WAY.

SUBJECT CROSSING, MP 23.25
DOT #182 032 G

S 4TH AVE.

50.0'

FOX VALLEY & LAKE SUPERIOR RAIL SYSTEM - ABBEY STDR

S 3RD AVE.

EXHIBIT A

REVISIONS:

NO.	DATE	DESCRIPTION

DATE: 3-2-26
SCALE: AS SHOWN
DIVISION: WAUSAU
DESIGNED / DRAWN BY: BJM
CHECKED BY:
SURVEY BY: BJM

FOXY TO SUPPLY AND INSTALL PERMANENT BEAM GUARD TO THE FULL WIDTH OF THE ROADWAY AND "NO TRESPASSING" SIGNS WITH MUTCD OM4-3 "RED DIAMOND" END OF ROAD SIGNS AT THE RAILROAD RIGHT OF WAY LINE.

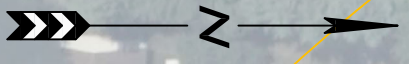
NO
TRESPASSING
FOX VALLEY & LAKE
SUPERIOR RAIL SYSTEM

VIOLATORS MAY BE SUBJECT TO A CLASS B FINE/INFRACTION NOT TO EXCEED \$1,000.00 SEC. 94.13(3) WIS. STAT.



FOX VALLEY & LAKE SUPERIOR RAIL SYSTEM
EXHIBIT A
CROSSING CLOSURE
UN-NAMED ALLEY,
CITY OF WAUSAU,
MARATHON COUNTY WI
REVISION: 0 SHEET 1 OF 1
FOXY-CLOSE-ABBEYALLEY

50' 100'



FOXY TO SUPPLY AND INSTALL PERMANENT BEAM GUARD TO THE FULL WIDTH OF THE ROADWAY AND "NO TRESPASSING" SIGNS WITH MUTCD DM-4-3 "RED DIAMOND" END OF ROAD SIGNS AT THE RAILROAD RIGHT OF WAY LINE.

NO TRESPASSING
FOX VALLEY & LAKE SUPERIOR RAIL SYSTEM
VIOLATORS MAY BE SUBJECT TO A CLASS B FINE/INFURTURE NOT TO EXCEED \$1,000.00
SEC. 26.13(1) WIS. STAT.

EXISTING CROSSING SURFACE, PAVEMENT AND OTHER CROSSING RELATED IMPROVEMENTS WITHIN THE RAILROAD RIGHT OF WAY SHOWN BY RED SHADING ARE TO BE OBLITERATED AND DISPOSED OF OFF SITE BY FOXY FORCES. ANY CITY OF WAUSAU LAND SHOWN IN RED SHALL BE VACATED BY THE CITY OF WAUSAU AND CONVEYED TO FOXY RAIL SYSTEM.
FOXY FORCES ARE TO FULLY EXPOSE TRACK AND BALLAST AND RE-CREATE DRAINAGE DITCHES AS NECESSARY WITHIN THE RAILROAD RIGHT OF WAY.

SUBJECT CROSSING, MP N/A
DOT # 182 043 U

S 9TH AVE.

S 8TH AVE.

FOX VALLEY & LAKE SUPERIOR RAIL SYSTEM - 3M SPUR

STRIP OF LAND, SHOWN BY BLUE HATCHING, TO BE CONVEYED FROM FOXY RAIL SYSTEM TO ADJACENT LAND OWNER TO PROVIDE ACCESS TO GARAGE OUTBUILDING.

REMAINING PORTION OF ALLEY, SHOWN BY GREEN HATCHING, TO BE VACATED BY CITY OF WAUSAU AND CONVEYED TO ADJACENT LAND OWNER TO PROVIDE ACCESS TO GARAGE OUTBUILDING.

EXHIBIT A

REVISIONS:

NO.	DATE	DESCRIPTION

DRAFT

DATE: 3-3-26

SCALE: AS SHOWN
DIVISION: WAUSAU
DESIGNED/ DRAWN BY: BJM
CHECKED BY:
SURVEY BY: BJM

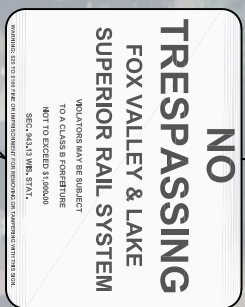


FOX VALLEY & LAKE SUPERIOR RAIL SYSTEM

EXHIBIT A
CROSSING CLOSURE
UN-NAMED ALLEY,
CITY OF WAUSAU,
MARATHON COUNTY WI
REVISION: 0 SHEET 1 OF 1
FOXY-CLOSE-3WB+9ALLEY



FOXY TO SUPPLY AND INSTALL PERMANENT BEAM GUARD TO THE FULL WIDTH OF THE ROADWAY AND "NO TRESPASSING" SIGNS WITH MUTCD OM4-3 "RED DIAMOND" END OF ROAD SIGNS AT THE RAILROAD RIGHT OF WAY LINE.



REMAINING PORTION OF ALLEY, SHOWN BY GREEN HATCHING, TO BE VACATED BY CITY OF WAUSAU AND CONVEYED TO ADJACENT LAND OWNER TO PROVIDE ACCESS TO GARAGE OUTBUILDING.

STRIP OF LAND, SHOWN BY BLUE HATCHING, TO BE CONVEYED FROM FOXY RAIL SYSTEM TO ADJACENT LAND OWNER TO PROVIDE ACCESS TO GARAGE OUTBUILDING.

SUBJECT CROSSING, MP 91.76
DOT #392 830 J

EXISTING CROSSING SURFACE, PAVEMENT AND OTHER CROSSING RELATED IMPROVEMENTS WITHIN THE RAILROAD RIGHT OF WAY SHOWN BY RED SHADING ARE TO BE OBLITERATED AND DISPOSED OF OFF SITE BY FOXY FORCES. ANY CITY OF WAUSAU LAND SHOWN IN RED SHALL BE VACATED BY THE CITY OF WAUSAU AND CONVEYED TO FOXY RAIL SYSTEM.

FOXY FORCES ARE TO FULLY EXPOSE TRACK AND BALLAST AND RE-CREATE DRAINAGE DITCHES AS NECESSARY WITHIN THE RAILROAD RIGHT OF WAY.

EXHIBIT A

REVISIONS:

NO.	DATE	DESCRIPTION

DRAFT

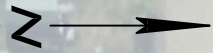
DATE: 3-3-26

SCALE: AS SHOWN
DIVISION: WAUSAU
DESIGNED/ DRAWN BY: BJM
CHECKED BY:
SURVEY BY: BJM



FOX VALLEY & LAKE SUPERIOR RAIL SYSTEM

EXHIBIT A
CROSSING CLOSURE
UN-NAMED ALLEY,
CITY OF WAUSAU,
MARATHON COUNTY WI
REVISION: 0 SHEET 1 OF 1
FOXY-CLOSE-VALLEY-ALLEY



STRIP OF LAND, SHOWN BY ORANGE HATCHING, TO BE CONVEYED TO FOXY RAIL SYSTEM FROM ADJACENT LANDOWNER.

S 3RD AVE.

FOX VALLEY & LAKE SUPERIOR RAIL SYSTEM - 3M SPUR

NO TRESPASSING
 FOX VALLEY & LAKE SUPERIOR RAIL SYSTEM
 VIOLATORS MAY BE SUBJECT TO A CLASS B INFRACTION NOT TO EXCEED \$1,000.00
 SEC. 24A.13 WIS. STAT.

FOXY TO SUPPLY AND INSTALL PERMANENT BEAM GUARD TO THE FULL WIDTH OF THE ROADWAY AND "NO TRESPASSING" SIGNS WITH MUTCD OM4-3 "RED DIAMOND" END OF ROAD SIGNS AT THE RAILROAD RIGHT OF WAY LINE.

REMAINING PORTION OF ALLEY, SHOWN BY GREEN HATCHING, TO BE VACATED BY CITY OF WAUSAU AND CONVEYED TO ADJACENT LAND OWNER TO PROVIDE ACCESS TO GARAGE OUTBUILDING.

EXISTING CROSSING SURFACE, PAVEMENT AND OTHER CROSSING RELATED IMPROVEMENTS WITHIN THE RAILROAD RIGHT OF WAY SHOWN BY RED SHADING ARE TO BE OBLITERATED AND DISPOSED OF OFF SITE BY FOXY FORCES. ANY CITY OF WAUSAU LAND SHOWN IN RED SHALL BE VACATED BY THE CITY OF WAUSAU AND CONVEYED TO FOXY RAIL SYSTEM.

FOXY FORCES ARE TO FULLY EXPOSE TRACK AND BALLAST AND RE-CREATE DRAINAGE DITCHES AS NECESSARY WITHIN THE RAILROAD RIGHT OF WAY.

SUBJECT CROSSING, MP N/A
 DOT # 182 047 W

S 1ST AVE.

STRIP OF LAND, 10' WIDE AND SHOWN BY BLUE HATCHING, TO BE CONVEYED FROM FOXY RAIL SYSTEM TO ADJACENT LAND OWNER TO PROVIDE ACCESS TO GARAGE OUTBUILDING.

EXHIBIT A

REVISIONS:

NO.	DATE	DESCRIPTION

DRAFT

DATE: 3-3-26

SCALE: AS SHOWN
 DIVISION: WAUSAU
 DESIGNED / DRAWN BY: BJM
 CHECKED BY:
 SURVEY BY: BJM



FOX VALLEY & LAKE SUPERIOR RAIL SYSTEM

EXHIBIT A
 CROSSING CLOSURE
 UN-NAMED ALLEY,
 CITY OF WAUSAU,
 MARATHON COUNTY WI
 REVISION: 0 SHEET 1 OF 1
 FOXY-CLOSE-3M 1&3ALLEY