



OFFICIAL NOTICE & AGENDA
REGULAR MEETING

MEETING: Bicycle & Pedestrian Advisory Committee
DATE/TIME: Monday, June 22, 2026, at 5:00 PM
LOCATION: Wausau City Hall — Maple Room
407 Grant Street, Wausau WI, 54403

MEMBERS:
Terry Kilian
Kristin Slonski (C)
Chris Filtz
Veronica Hope
Cody Shaide
Arlene Kaatz
Brad Lenz (Ex Officio)

AMENDED

- 1 Call to order by the presiding officer.**
- 2 Public comment on agenda items and reading of the City of Wausau Public Comment Statement.**
- 3 Election of a Vice Chair.**
- 4 Consideration of the minutes of the preceding meeting(s).**

Approving the minutes of the April, 27, 2026 meeting.
- 5 Discussion and possible action.**
 - a.** Approve bike rack request (four total) for Westsider Diner & Lounge 628 N. Third Avenue
 - b.** Approve River Drive bicycling on sidewalk and intersection improvements
 - c.** Approve River Edge Parkway Sign Concept and Plan
 - d.** Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of E. Thomas Street just west of McCleary Street
 - e.** Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of 1st Street and McClellan Street.
 - f.** Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Stevens Drive and Golden Meadow Street
 - g.** Approve Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Stevens Drive and Knox Street
- 6 Discussion.**
 - a.** MPO Bike/Ped Subcommittee Update
 - [Wausau MPO Pedal Passport](#)
 - [Wausau MPO Bike Map](#)
 - BFC Application
 - Wisconsin River Loop
 - Bike Counter Placement and Locations
- 7 Update on City Projects**

- a. RRFB installation 6th Avenue/Bridge Street and 1st Avenue/Callon Street
- b. River Edge Parkway

8 Items for future agendas.

9 Adjournment.

Kristin Slonski, Chair

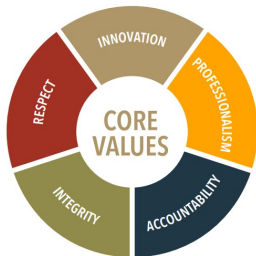
**NOTICE POSTED AT CITY HALL (407 GRANT STREET) AND
TRANSMITTED TO THE OFFICIALLY DESIGNATED NEWSPAPER**

DATE: June 17, 2026

TIME: 3:45 pm

POSTED BY: Michelle Van Krey

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



MINUTES

April 27, 2026

Members Present: Jonathan Smith (Chair), Alder Terry Kilian, Chris Filtz, and Veronica Hope

Others Present: Alder Kristin Slonski, Makayla Galecki (Wausau MPO), Police Chief Matt Barnes, Melinda Pauls, TJ Nicksich, and Carrie Edmondson

Location: Wausau City Hall, 407 Grant Street, Council Chambers

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and transmitted to the Wausau Daily Herald in the proper manner.

1. Call to Order

Chair Smith called the meeting to order at 5:03 p.m.

2. Public Comment

No public comment was received.

3. Consideration of the March 23, 2026, meeting minutes.

Motion/second by Kilian/Filtz to approve. Passed unanimously. 4-0

4. Discussion and possible action

- a. Approving April 2026 City of Wausau Sidewalk Snow Removal Non-Compliance Procedure

Carrie provided an overview and noted that the policy had been modified to require abatement once snow/ice obstructions are identified and documented. Staff will publicize the change in the fall through social media and the Wausau Works for You newsletter to make the public aware of the change. Alder Kilian verified that 48 hours must pass before abatement is ordered. Carrie clarified that this is specified under Step 4 – Abatement Operations. A fee is charged for abatement. Chair Smith noted this is a policy change at the staff level versus an ordinance change.

Motion/second by Filtz/Kilian to approve. Passed unanimously, 4-0.

- b. Repealing and recreating Wausau Municipal Code Chapter 10.40 Bicycles and repealing chapters 10.41, 10.42, and 10.43.

Alder Kilian stated that the Committee has expressed concern with enforcement. Chief Barnes stated that enforcement will be prioritized with all of the other work that the Police Department is doing. He does not expect many citations for e-bikers. He stated that he thinks users of electric devices create safety concerns for others and themselves. He encouraged the committee to keep the ordinance simple. Melinda Pauls asked if the Wisconsin Statute references in the definitions could be spelled out in our ordinance. She

asked for it to be on this agenda for consistency in enforcement over the summer months. Alder Kilian asked if the Police Department could assist in creating public awareness about e-bike laws in the City of Wausau. Chief Barnes agreed that the Police Department could create materials to simplify the ordinance for public education purposes.

Motion/second Smith/Filtz to approve as presented with expanded definition section. Passed unanimously 4-0.

c. Approving Wausau MPO bike counter placement locations

Discussion ensued on bike counter placement. The following priority locations were identified:

- 1) *River Drive near the County buildings*
- 2) *Peckham Way*
- 3) *Move WOW further north of the pedestrian bridge near Wausau Avenue*
- 4) *New 72nd Avenue segment*
- 5) *South 28th Avenue south of Sherman Street*
- 6) *Oak Island Park south of the boat landing*

Motion/second Smith/Hope to approve. Passed unanimously 4-0.

5. Discussion

a. Discussion on May Bike Month activities

Kwik Trip volunteered to donate coffee, hot chocolate, pastries, and bananas for the event. The Chocolate Shop may provide coupons for items later that day. Jonathan and Carrie will attend Chris is a maybe. The route will be the same as last year.

b. Discussion of next steps for Student Bicycle Safety Program

Carrie provided an overview and noted that the next step would be to ask a champion from the committee to come forward and that staff could seek funding.

c. MPO Bike/Ped Subcommittee update

Carrie provided an overview of the last MPO Bike/Ped Subcommittee meeting.

6. Update on City projects.

a. RRFB installation 6th Avenue/Bridge Street and 1st Avenue/Callon Street

No update.

b. River Edge Parkway

Jonathan noted that the signs are installed and look very nice. The asphalt at the end of Peckham Way is in need of attention.

c. 2026 Healthy Communities Summit

Carrie provided an update about the summit.

- d. Department of Public Works conversation on municipal sidewalk snow clearing prioritization
Jonathan noted that he had a conversation with Director Lindman about prioritizing clearing on the bridges.

7. Items for future agendas.

Next meeting – Monday, June 22, 5:00 p.m.

8. Adjournment

Motion/second by Filtz/Hope to approve. Passed unanimously. 4-0 The meeting was adjourned at 6:14 p.m.

DRAFT



Planning, Community and Economic Development

Date: June 22, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Carrie Edmondson, AICP, Assistant City Planner

RE: Bike Rack Request (four total bike racks) for Westsider Diner & Lounge 628 N. Third Avenue

The Bike Rack Request Form was formally approved by Common Council on April 28. Since that time, the City has received four inquiries and one application. Of the four total inquiries, two locations were not feasible due to a lack of available concrete pads in the right-of-way. One location appears feasible, but a formal request has not yet been submitted.

The owner of Westsider Diner & Lounge has adequate concrete space in the right-of-way for four bike racks and has submitted a request for that number. The City currently has six bike racks in inventory, and Northcentral Technical College (NTC) will be able to manufacture additional racks during the fall semester.

The fee for the racks would be \$100 each, for a total of \$400. All funds will be allocated to a revolving fund to support the fabrication of additional bike racks.

Staff Recommendation:

Approve the request for four bike racks at Westsider Diner and Lounge.



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Wausau, WI 54403-4783

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There are two types of bike racks – Wausau with skyline and City skyline. We currently have the following inventory:

Wausau with skyline – 2 in storage

Skyline only – 4 in storage



Planning, Community and Economic Development

Date: June 22, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Carrie Edmondson, AICP Assistant City Planner

RE: River Edge Parkway

- **Thomas Street Bridge to River Drive – Micro Gap**
- **Trailhead Signage**

City staff have identified two key priority issues as we continue to build out the River Edge Parkway System:

1. Improving connectivity through the identification and resolution of gaps, including micro gaps
2. Developing coordinated branding and signage

Connectivity

A small but important gap has been identified between the Thomas Street Bridge protected multiuse path and the multiuse path within Oak Island Park. Currently, pedestrians and bicyclists must navigate the driveways in Oak Island Park between River Drive and the end of the River Edge Parkway. Outside the park, bicyclists should be using River Drive, which is unmarked, between Thomas Street and the park entrance, while pedestrians can use the sidewalk along River Drive.

In the long term, the most logical solution appears to be expanding the sidewalk on the west side of River Drive into a full multiuse path. In the interim, staff would like BPAC's guidance on whether this segment of sidewalk should be designated in the Wausau Municipal Code as one where bicycling on sidewalks is permitted. In addition, staff received a call from a southeast-side resident expressing concerns about the Thomas Street/River Drive intersection. We are requesting BPAC's input on whether any intersection improvements should be recommended to the Infrastructure and Facilities Committee for consideration.

Staff is requesting BPAC's recommendations on the following:

1. Should bicyclists be allowed on this stretch of sidewalk by Wausau Municipal Code until a future multiuse path is constructed?



2. Would BPAC like to recommend any infrastructural or safety improvements at the E. Thomas Street/River Drive intersection (and/or to River Drive between Thomas Street and the park entrance)?

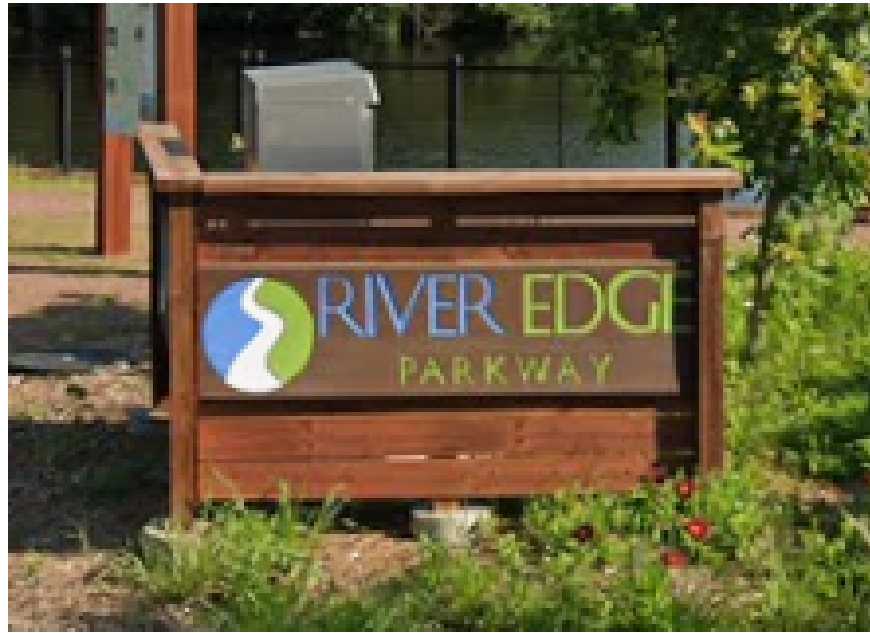
Signage

Staff has the ability to create initial draft designs for trailhead signage consistent with the current River Edge Parkway sign located at the River Edge Parkway/Thomas Street intersection. These could serve as trailhead signs and could include a River Edge Parkway map. Once the Gilbert Park extension is complete, these would likely exist at trailheads such as D.C. Everest Park, Oak Island Park, and Gilbert Park. Smaller versions could also be created and placed strategically at key intersections/locations along the trail.

Staff is requesting BPAC's recommendation on the following:

1. Authorization for staff to develop a signage concept and implementation plan and bring back to BPAC at a future meeting.







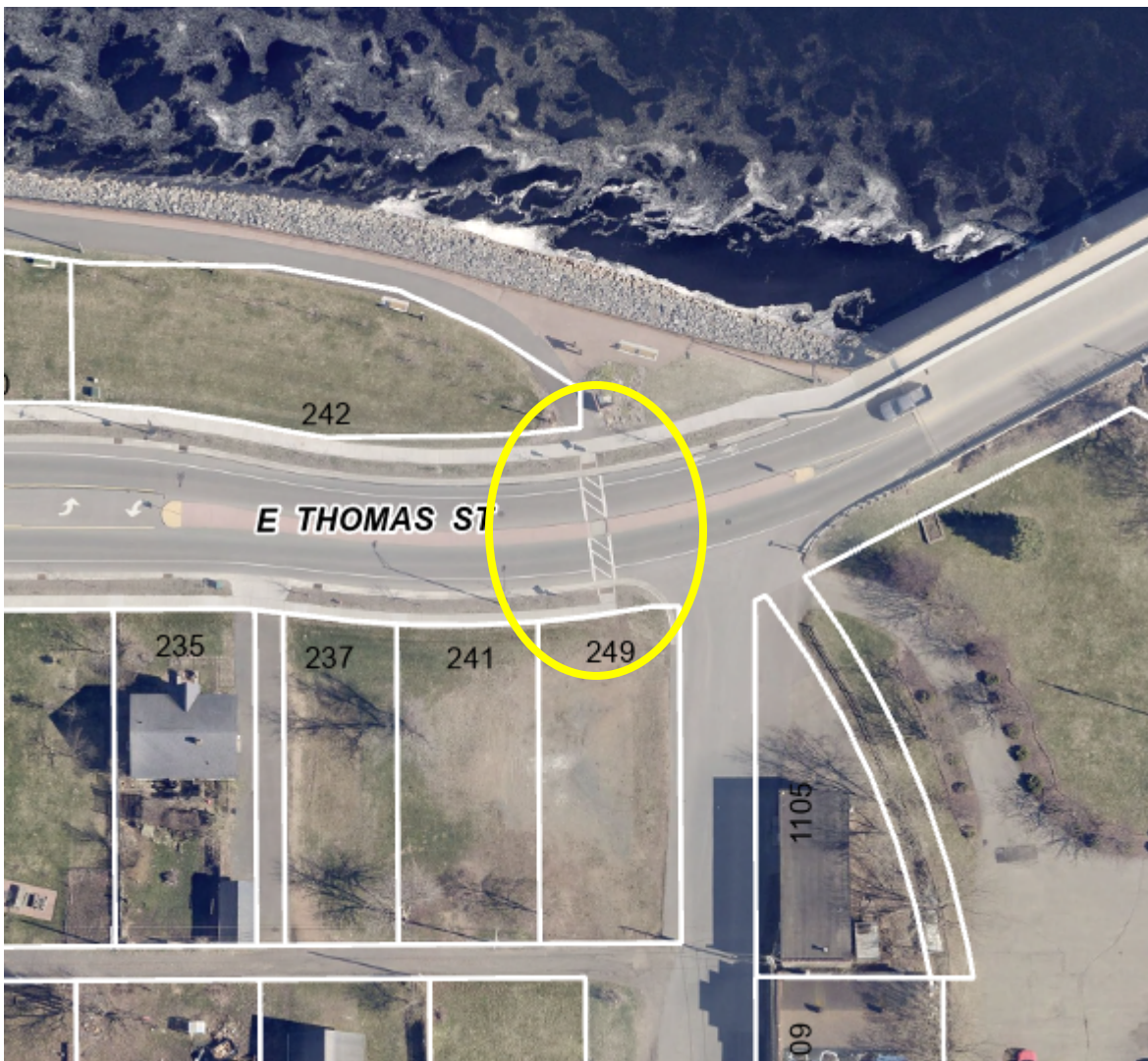
Planning, Community and Economic Development

Date: June 22, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Carrie Edmondson, AICP, Assistant City Planner
Thomas Niksich, P.E., Project Engineer

RE: Request to Install Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of E. Thomas Street just west of McCleary Street





A request has come from a resident through Alder Terry Kilian to determine if a Rectangular Rapid Flashing Beacon (RRFB) could be installed at the intersection of E. Thomas Street just west of McCleary Street.

WisDOT offers the following criteria to determine if installation is necessitated.

1. The location is an uncontrolled pedestrian crossing.

Criteria Met

2. A minimum volume of 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average date *should* be met. Young (<12), elderly (>85) and pedestrians with disabilities count two times toward volume thresholds. Additionally, seasonal day volumes can be used in place of average daily volumes if the crossing is in a known tourist area.

Four one-hour counts were conducted, and results are listed below.

Date	Time	Count	Information
6/3/26	11:00 a.m. – 12:00 p.m.	6	
6/3/26	12:00 p.m. – 1:00 p.m.	2	
6/11/26	1:20 p.m. – 2:20 p.m.	10	(Includes 2 double counted due to being young or elderly)
6/11/26	2:20 p.m. – 3:20 p.m.	6	

Criteria not met.

3. A maximum vehicular volume of 1,500 vehicles per day.

Criteria met. 14,200 AADT

4. Maximum of four lanes crossed, unless there is a raised median, in which cases it can be six lanes.

Criteria met. Two lanes.

5. There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration should be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location.

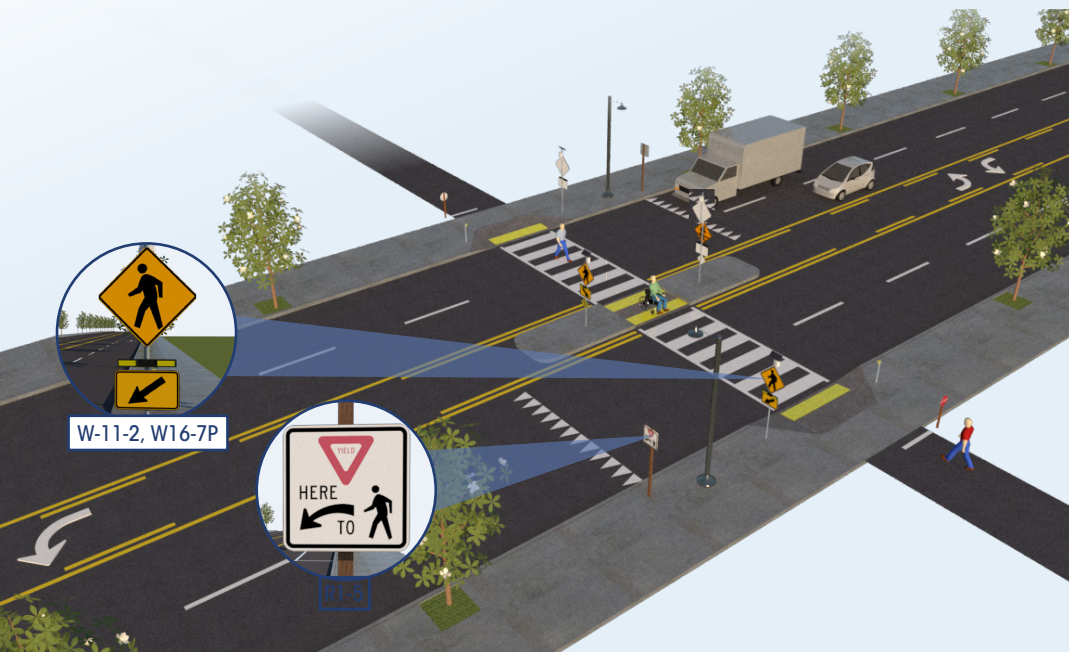
Criteria met. ~2,000 feet to nearest controlled intersection at Grand Avenue and Thomas Street

6. Adequate stopping sight distance exists based on FDM 11-10-5 or greater than 8 times the posted speed limit.

Criteria met.

Despite the potential safety benefit, the pedestrian count threshold is not met. Staff requests that the Bicycle and Pedestrian Advisory Committee (BPAC) consider the analysis and make a recommendation to the Infrastructure and Facilities Committee.


Rectangular Rapid-Flashing Beacon (RRFB)



RRFBs are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.

The RRFB is a treatment option at many types of established pedestrian crossings. Research indicates RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks. However, yielding rates as low as 19 percent have also been noted. Compliance rates varied most per the city location, posted speed limit, crossing distance, and whether the road was one- or two-way. RRFBs are particularly effective at multilane crossings with speed limits less than 40 mph. Consider the Pedestrian Hybrid Beacon (PHB) instead for roadways with higher speeds. FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* (HSA-17-072) provides specific conditions where practitioners should strongly consider the PHB instead of the RRFB.

 Multiple lanes of traffic create challenges for pedestrians crossing at unsignalized locations.

 RRFBs can make crosswalks and/or pedestrians more visible at a marked crosswalk.

RRFBs can reduce pedestrian crashes by **47%**



FEATURES:

- Enhanced warning improves motorist yielding

OFTEN USED WITH:

- Crosswalk visibility enhancements
- Pedestrian refuge island
- Advance STOP or YIELD markings and signs

Rectangular Rapid-Flashing Beacon (RRFB)

EDC-4 STEP: https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm



CONSIDERATIONS

FHWA has issued interim approval for the use of the RRFB (IA-21). State and local agencies must request and receive permission to use this interim approval before they can use the RRFB. IA-21 does not provide guidance or criteria based on number of lanes, speed, or traffic volumes.

RRFBs are placed on both ends of a crosswalk. If the crosswalk contains a pedestrian refuge island or other type of median, an RRFB should be placed to the right of the crosswalk and on the median (instead of the left side of the crosswalk).

RRFBs typically draw power from standalone solar panel units, but may also be wired to a traditional power source. IA-21 provides conditions for the use of accessible pedestrian features with the RRFB assembly. When RRFBs are not in common use in a community, consider conducting an outreach effort to educate the public and law enforcement officers on their purpose and use.

COST

The cost associated with RRFB installation ranges from \$4,500 to \$52,000 each, with the average cost estimated at \$22,250. These costs include the complete system installation with labor and materials.

References

MUTCD section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a).

Fitzpatrick, K., M. Brewer, R. Avelar, and T. Lindheimer. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, College Station, Texas. June 2016. <https://static.tti.tamu.edu/tti.tamu.edu/documents/TTI-CTS-0010.pdf>

Federal Highway Administration. (2018). MUTCD – Interim Approval for Optional Use of Pedestrian-Actuated Rectangular Rapid-Flashing Beacons at Uncontrolled Marked Crosswalks (IA-21). U.S. Department of Transportation, Washington, DC.

Federal Highway Administration. (2013). "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. Available: http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=54

Bushell, M., Poole, B., Zegeer, C., & Rodriguez, D. (2013). Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. Pedestrian and Bicycle Information Center.



Safety Benefits:

RRFBs can reduce crashes up to:

47%

for pedestrian crashes.⁴

RRFBs can increase motorist yielding rates up to:

98%

(varies by speed limit, number of lanes, crossing distance, and time of day).³



RRFBs used at a trail crossing.
Source: LJB

Rectangular Rapid Flashing Beacons (RRFB)

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source.¹ RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices (MUTCD)* for information on the application of RRFBs.¹

Applications

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour.² Research suggests RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes.³ RRFBs can also accompany school or trail crossing warning signs.

RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing.¹ The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

Considerations

Agencies should:²

- Install RRFBs in the median rather than the far-side of the roadway if there is a pedestrian refuge or other type of median.
- Use solar-power panels to eliminate the need for a power source.
- Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.

Agencies shall not:²

- Use RRFBs without the presence of a pedestrian, school or trail crossing warning sign.
- Use RRFBs for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons, except for the approach or egress from a roundabout.

For more information on this and other FHWA Proven Safety Countermeasures, please visit

<https://highways.dot.gov/safety/proven-safety-countermeasures> and https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RRFB_2018.pdf.

¹ Manual on Uniform Traffic Control Devices (MUTCD), Chapter 4L. FHWA, (2023).

² "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. FHWA, (2013).

³ Fitzpatrick et al. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, (2016).

⁴ (CMF ID: 9024) NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, (2017).



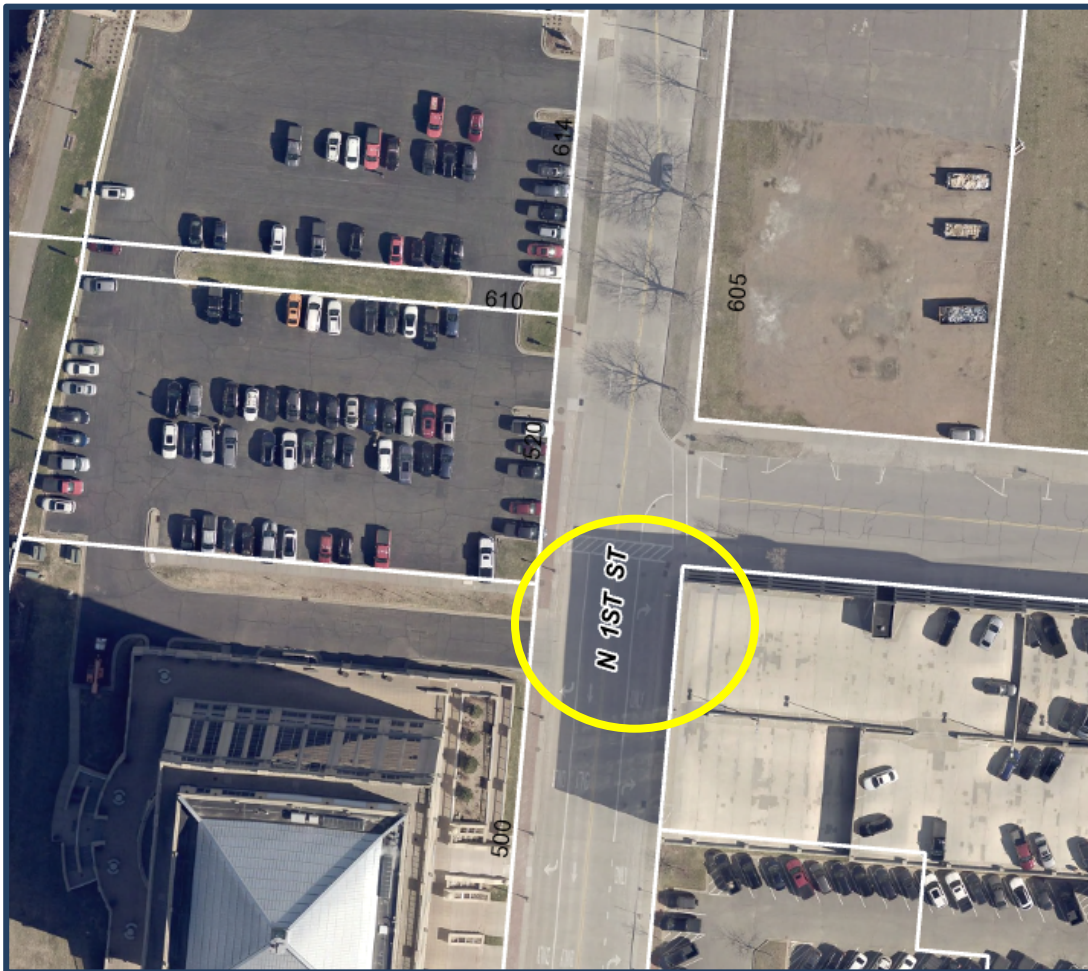
Planning, Community and Economic Development

Date: June 22, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Carrie Edmondson, AICP, Assistant City Planner
Thomas Nicksich, P.E., Project Engineer

RE: Request to Install Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of 1st Street and McClellan Street



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A request has come from an area employer to determine if a Rectangular Rapid Flashing Beacon (RRFB) could be installed at the intersection of 1st Street and McClellan Street.

WisDOT offers the following criteria to determine if installation is necessitated.

1. The location is an uncontrolled pedestrian crossing.
Criteria Met

2. A minimum volume of 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average date *should* be met. Young (<12), elderly (>85) and pedestrians with disabilities count two times toward volume thresholds. Additionally, seasonal day volumes can be used in place of average daily volumes if the crossing is in a known tourist area.
Four one-hour counts were conducted, and results are listed below.

Date	Time	Count	Information
6/9/26	7:30 a.m. – 8:30 a.m.	19	Seven pedestrians crossed illegally
6/9/26	8:30 a.m. – 9:30 a.m.	23	Six pedestrians crossed illegally
6/10/26	1:20 p.m. – 2:20 p.m.	9	Two pedestrians were double-counted due to being young/elderly
6/10/26	2:20 p.m. – 3:20 p.m.	5	

Criteria met.

3. A maximum vehicular volume of 1,500 vehicles per day.
Criteria met. 5000 AADT
4. Maximum of four lanes crossed, unless there is a raised median, in which cases it can be six lanes.
Criteria met. Two travel lanes, two turn lanes.
5. There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration should be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location.
Criteria not met. ~240 feet to the nearest controlled intersection at N. 1st Street and Scott Street
6. Adequate stopping sight distance exists based on FDM 11-10-5 or greater than 8 times the posted speed limit.
Criteria met.

Despite the potential safety benefit, the nearest controlled intersection is located closer than 300 feet. Staff requests that the Bicycle and Pedestrian Advisory Committee (BPAC) consider the analysis and make a recommendation to the Infrastructure and Facilities Committee.



Planning, Community and Economic Development

Date: June 22, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Carrie Edmondson, AICP, Assistant City Planner
Thomas Nicksich, P.E., Project Engineer

RE: Request to Install Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Stevens Drive and Golden Meadow Street



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A request has come from a resident to determine if a Rectangular Rapid Flashing Beacon (RRFB) could be installed at the intersection of Stevens Drive and Golden Meadow Street.

WisDOT offers the following criteria to determine if installation is necessitated.

1. The location is an uncontrolled pedestrian crossing.
Criteria Met

2. A minimum volume of 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average date *should* be met. Young (<12), elderly (>85) and pedestrians with disabilities count two times toward volume thresholds. Additionally, seasonal day volumes can be used in place of average daily volumes if the crossing is in a known tourist area.
Two one-hour counts were conducted, and results are listed below.

Date	Time	Count	Information
6/4/26	7:20 a.m. – 8:20 a.m.	10	
6/4/26	8:20 a.m. – 9:20 a.m.	4	

Criteria not met.

3. A maximum vehicular volume of 1,500 vehicles per day.
Criteria met. 2800 AADT

4. Maximum of four lanes crossed, unless there is a raised median, in which cases it can be six lanes.

Criteria met. Two travel lanes.

5. There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration should be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location.

Criteria met. ~2800 feet to the nearest controlled intersection at Stevens Drive and Bridge Street

6. Adequate stopping sight distance exists based on FDM 11-10-5 or greater than 8 times the posted speed limit.

Criteria met.

Despite the potential safety benefit, the pedestrian count threshold is not met. Staff requests that the Bicycle and Pedestrian Advisory Committee (BPAC) consider the analysis and make a recommendation to the Infrastructure and Facilities Committee.



Planning, Community and Economic Development

Date: June 22, 2026

To: Bicycle and Pedestrian Advisory Committee

From: Carrie Edmondson, AICP, Assistant City Planner
Thomas Nicksich, P.E., Project Engineer

RE: Request to Install Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Stevens Drive and Knox Street



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A request has come from a resident to determine if a Rectangular Rapid Flashing Beacon (RRFB) could be installed at the intersection of Stevens Drive and Knox Street.

WisDOT offers the following criteria to determine if installation is necessitated.

1. The location is an uncontrolled pedestrian crossing.
Criteria Met

2. A minimum volume of 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average date *should* be met. Young (<12), elderly (>85) and pedestrians with disabilities count two times toward volume thresholds. Additionally, seasonal day volumes can be used in place of average daily volumes if the crossing is in a known tourist area.
Two one-hour counts were conducted, and results are listed below.

Date	Time	Count	Information
6/3/26	7:20 a.m. – 8:20 a.m.	1	
6/3/26	8:20 a.m. – 9:20 a.m.	7	

Criteria not met.

3. A maximum vehicular volume of 1,500 vehicles per day.

Criteria met. 3600 AADT

4. Maximum of four lanes crossed, unless there is a raised median, in which cases it can be six lanes.

Criteria met. Two travel lanes.

5. There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration should be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location.

Criteria met. ~1800 feet to the nearest controlled intersection at Stevens Drive and Knox Street

6. Adequate stopping sight distance exists based on FDM 11-10-5 or greater than 8 times the posted speed limit.

Criteria met.

Despite the potential safety benefit, the pedestrian count threshold is not met. Staff requests that the Bicycle and Pedestrian Advisory Committee (BPAC) consider the analysis and make a recommendation to the Infrastructure and Facilities Committee.