



OFFICIAL MINUTES 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

Members Present: Bruce Trueblood, Matt Hoenecke, Andrew Wiskowski, Kristin Slonski

Members Not Present:

Members Excused: Michael Martens

Present 4, Not Present 0, Excused 1

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

1 Call to Order by the Clerk.

2 Elect Chairperson and Vice Chairperson for the 2026-2028 term of the Infrastructure & Facilities Committee.

Nominations for Chair:

Hoenecke nominated Trueblood, Trueblood accepts the nomination.

Trueblood nominated Wiskowski, Wiskowski accepts the nomination.

Voting resulted in a tie. Wiskowski withdraws his nomination.

Motion to close nominations and elect Trueblood as Chair by Wiskowski, second by Slonski. Motion Passed.

Nominations for Vice Chair:

Hoenecke nominates Wiskowski, Wiskowski accepts the nomination.

With no other nominations motion to close nominations and elect Wiskowski as Vice Chair by Hoenecke, second by Slonski. Motion Passed.

3 Establish regular meeting date and time for the 2026-2028 term of the Infrastructure & Facilities Committee.

Motion to approve the regular meeting date and time for every second Thursday of the month at 5pm by Hoenecke, seconded by Wiskowski.

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

Trueblood read the public comment statement.

Tom Linder, 700 W Bridge St, would like to encourage the committee's support of the e-bike regulation. He moved here 8 years ago and found Wausau an uncomfortable city to bike in. However, he found it more problematic to walk on the sidewalks with the increase in e-bike traffic. E-bikes approach very quickly and are startling from behind. This is concerning for the elderly, families with children, and individuals with pets. The e-bike appears out of nowhere and sometimes passes quite close to individuals. Even for motorists, with the speed at which e-bikes go on the sidewalk, motorists are watching for cars. They don't always look for fast approaching e-bikes on the sidewalk. Children riding e-bikes may not be able to control them adequately at the speeds they go at.

Keith Montgomery, 1017 McIndoe St, provided a letter to the committee for the record. He walks on the river walk and agrees with Linder that it is startling the speed that e-bikes go on the trail. He would like to ask that e-bikes be required to have a bell. He said in his experience, almost 100% of bicyclists on the river walk do not tell you they are coming past by verbally announcing their passage on your left. If you are walking the trail with a couple of dogs, you and the dogs are shocked when the e-bikes pass. Speed limit of 15? He feels that a lower limit of 10mph at most, or even 8mph. Suggests painting a line down the center of the path, widening the path, or creating a dedicated bike lane with rumble strips to separate bikes from pedestrians. When the path was created, e-bike technology didn't exist. Updating of the path may be needed to accommodate the new technology.

Danielle Fischer, 1212 Highland Park Blvd, the Highland Park Boulevard area and the Southeast Side Boulevard area have been having meetings with Kraege, in regard to the plowing of the boulevards. She just wanted to confirm that the boulevard plowing will be addressed at the June 11th meeting. Lindman stated, yes that is the intent. A petition has been started about the plowing and having it revert to the old policy.

Mary Brodhead, 1101 Highland Park Blvd, wanted to note that she left a letter for all members of the committee in their mailboxes today, and she added her number to the letter. If any members have questions, they are welcome to reach out to her to discuss this matter. All members in attendance verified they had received the letter.

Tom Linder asked if the E-Bike regulation passes, to look at an intentional plan for informing the public of the regulation and police enforcement of the regulation.

5 Consent agenda.

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

April 09, 2026 Regular Infrastructure & Facilities Minutes

Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve **April 9, 2026** Regular Infrastructure & Facilities Minutes. Motion Passed 4-0.

7 Discussion and possible action.

a. Easement for Elexco, Inc. at 814 N. 1st Street

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve Easement for Elexco, Inc. at 814 N. 1st Street. Motion Passed 4-0.

b. Approving Partial Termination of Easement with Green Acres at Greenwood Hills, LLC Regarding a 15 Foot Wide Public Pedestrian Walkway

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve Partial Termination of Easement with Green Acres at Greenwood Hills, LLC Regarding a 15 Foot Wide Public Pedestrian Walkway. Motion Passed 4-0.

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

Edmundson — bringing this item forward from the bicycle and pedestrian advisory committee, which is overseen by the Wausau MPO (metropolitan planning operation). We coordinate with them on a lot of bicycle and pedestrian

matters. The MPO has made a great effort to create a model ordinance language to create consistency among e-bikes around the region, to make it easier for people when crossing municipal boundaries, which also helps create consistency with the state of Wisconsin statute language. The bicycle and pedestrian advisory committee worked with the Parks Department director since the River Edge Parkway is under parks advisement, and coordinated closely with the police department because enforcement is a critical issue with coordination of e-bikes and pedestrians on trails, but also on our roadways. The definitions are consistent with state statutes. The 15 mph speed limit on the multi use paths helps create consistency. Give the police department clear and direct language for problematic enforcement. Community Service Officers will be present on the river's edge trail during summer months to assist with enforcement. ADA language is also included. The previous code was quite outdated and this would help bring it to date and make it uniform. Slonski noted that there is a requirement for after dusk and before dawn that bikes must be equipped with lights. Is there any requirement for a bell or item that would warn when they are approaching? Edmundson states there is not, there is a requirement that a verbal signal be given. The state recommends but does not require an audible device. So we stayed consistent with the state to match other municipalities moving forward with the ordinance. Registration is no longer required for bikes/e-bikes. It is not considered best practice anymore. Wiskowski asked what the law enforcement strategy was. Captain Pauls and Lieutenant Kurtzhals, safety is the number one concern, enforcement is difficult when it comes to bikes and e-bikes. Education is the biggest issue with getting the information out there, fliers at special events. Wiskowski asked whether e-bikes should be added to drivers' safety with a partnership. Pauls noted the police department does not have anything to do with the drivers' education classes, and they would have to reach out and look at a partnership. Wiskowski asked how enforcement is in the area. Pauls noted that in order to get a ticket for speed, it needs to be clocked using a radar unit and only a certified officer is able to do that, so that is difficult because our CSO's are not able to operate that equipment. If passed, the police department is looking to get officers out onto bicycle paths to do speed enforcement, to make a presence. Wiskowski asked if we could get an update near the end of summer on how this is working and if there are any other recommendations that you would make. Pauls said that could definitely be done. Hoenecke asked about citations for juveniles and what that looks like. Citations can be issued to those over 12 years of age. How are fines determined for tickets in the range of \$50 to \$200? The 1st offense starts at \$50 and will increase with repeat offenses, but determined by the court. Trueblood asked if we are partnering with the school district events. As a city, since they are our ordinances and standards, we should propagate them. Edmundson stated they just adopted a safe route to school program last year. Typically, they are adopted by the city and the school district. The city adopted it right away. Edmundson has been working for about a year to try to get the school district to adopt the program, and they have been very resistant. She feels the first step would be nice to coordinate that. Trueblood stated they receive lots of information at the school district that does not come from the school district. Can we get information to the children, to get it to the parents? Hoenecke stated it's not a question of whether people are oblivious to the standards, it really seems like this is more of a blatant disregard for safety. If you don't have the right culture regarding other people's safety, he doesn't know that requiring a bell would change that. We need a way to properly inform the public of the new regulations and the committee should look at how we can properly inform the citizens of the new regulations.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve Repealing and recreating Wausau Municipal Code Chapter 10.40 Bicycles and repealing chapters 10.41, 10.42, and 10.43. Motion Passed 4-0.

- d. Approve a voluntary public crossing closure agreement with the Fox Valley & Lake Superior Rail System

Slonski asked if there is a second agreement for the opening of other areas? Lenz said this would be a starting point, showing that we are interested in closing. This would be the first agreement so that the railroad knows that the city is in support of the agreement. Then there would be a joint filing between the city and the railroad to the office of the commissioner of the railroads, saying that the railroad does not contest our petition to the OCR. Slonski was concerned that there was no mention of the railroad not objecting to alternative public crossing areas. This is a draft agreement. If there is language that should be added to strengthen our position, we could propose that back to the railroad. It is not specifically tied to the new crossing that is in the hands of the OCR, not the railroad company. Slonski clarified that we are asking the railroad to agree when we go to the OCR. Could we have more definite language in the agreement that they wouldn't object to the new crossing at river edge parkway trails. Lenz said he thinks that could be added and that the attorney's office is currently reviewing it so there may be additional language they recommend that we send back. This is the first draft. Trueblood asked if the crossing south of where we wanted to put the new crossing was a private crossing. Lenz said it was, but that went away when the property was sold. Lenz stated we have been negotiating with the railroad before officially submitting the petition and asked that exact question and others, resulting in this list of five that both parties have sort of preliminarily agreed to. Street closures and alley closures were suggested. Street closures were taken off the table. Alley crossings, two would be closed immediately, the other three are individual property owners, and as the situation is, the owners are essentially trespassing on property to get to their homes. This would actually clear some of that up and the railroad would vacate some of their right of way and give the land to the property owners so they have legal access to their garages and driveways. Slonski motioned to approve with the request that the city attorney look at adding additional language that would obligate the railroad to not object to the river walk crossing.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Approve a voluntary public crossing closure agreement with the Fox Valley & Lake Superior Rail System. Motion Passed 4-0.

8 Discussion.

9 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Slonski, to approve Adjournment. Motion carried. Meeting adjourned at 06:02 PM.

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



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