



VILLAGE OF WESTON, MARATHON COUNTY, WISCONSIN
REGULAR MEETING AGENDA OF THE COMMUNITY LIFE AND PUBLIC SAFETY (CLPS) COMMITTEE
Weston Municipal Center - Board Room
4747 Camp Phillips Road, Weston, WI 54476

Tuesday, November 3, 2025, at 5:00 p.m.

Some or all of the members of the Committee, applicants, or members of the public, may participate in the meeting remotely by teleconference or videoconference via the Zoom links listed below.

Join Zoom Meeting by Computer:

<https://zoom.us/j/5445915099>

Join Zoom Meeting by Phone:

+1 312 626 6799 US (Chicago)

Meeting ID: 544 591 5099

CALL TO ORDER/ROLL CALL

1. Meeting called to order by CLPS Chair & Village Trustee Lopes-Serrao
2. Pledge of Allegiance to the Flag
3. Roll Call and declaration of quorum by Secretary – Luis Lopes-Serrao{c}, Barb Ermeling{vc}, Katrina Clark, John Czerwonka, Kirk Kamke, Vacate, and Brent Olson

Mission Statement: *The Community Life and Public Safety Committee evaluates and makes recommendations to the Village Board on matters related to safety, welfare, and livability within the Village and their impact upon Village of Weston residents.*

PUBLIC COMMENT

(Please be advised per State Statute Section 19.84(2), the information will be received from the public. It is the policy of the Village that there be a five-minute time-period, per person, with time extension, per the Chair's discretion; be further advised that there may be limited discussion on the information received, however, no action will be taken under public comment.)

MINUTES FROM PREVIOUS MEETINGS

4. [Minutes from September 2, 2025, Regular Meeting](#)

WRITTEN COMMUNICATIONS RECEIVED

ACKNOWLEDGE REPORTS FROM DEPARTMENTS

5. [Code Enforcement Update](#)
 - a. Update on Raze or Repair Order for Aspen Street Apartments located at 4911, 5003, 5007, 5011, 5103 & 5107 Aspen Street
 - b. Update on 3020 Mount View Avenue's property maintenance issues and County's tax delinquent property acquisition progress

UNFINISHED BUSINESS

6. [Discussion and/or action on draft *Please Slow Down for Children Playing* door hanger for neighborhoods](#)



**VILLAGE OF WESTON, MARATHON COUNTY, WISCONSIN
OFFICIAL MEETING AGENDA OF THE REGULAR MEETING AGENDA OF THE
COMMUNITY LIFE AND PUBLIC SAFETY (CLPS) COMMITTEE**

NEW BUSINESS

7. Discussion and/or action on neighbor request for reduction in speed (from 35 mph to 25 mph), and/or change(s) to permanent signage on Mallard Court from Alderson Street to end of court
8. Discussion and/or action on neighbor request for a potential change in ordinance regarding roadside fence height
9. Discussion and/or action on neighbor request for alternate side of the street parking year-round for high density neighborhoods
10. Discussion and/or action regarding electric bikes: trends in popularity, safety concerns, and potential interest in a municipal ordinance
11. Discussion and/or action on the Village of Rothschild's request for reduction in speed (from 35 mph to 25 mph) on Alderson Street, from Weston Avenue to Edgewood Avenue

ANNOUNCEMENTS

REMARKS FROM COMMITTEE MEMBERS

ITEMS FOR NEXT AGENDA

- a. Next Regular Meeting Date – Monday, January 5, 2026, at 5:00 pm
 - i. Proposed amendments to Chapter 42 Law Enforcement
 - ii. Proposed amendments to Chapter 50 Nuisances

ADJOURNMENT

A quorum of members from other Village governmental bodies (boards, commissions, and committees) may/might attend the above-noticed meeting to gather information. Should a quorum of other government bodies be present, this would constitute a meeting pursuant to State ex rel. Badke v. Greendale Village Bd., 173 Wis.2d 553,494 N.W.2d 408 (1993). No official actions other than those of the Community Life & Public Safety Committee shall take place.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the Village 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 Village Clerk at 715-359-6114 or clerks@westonwi.gov to discuss your accessibility needs. We ask your request to 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 Village will make a good faith effort to accommodate your request.

This Agenda was posted at the Village Municipal Center, on www.westonwi.gov and transmitted to media partners on 10/29/25. Questions can be directed to the Administrator at 715-359-6114

**Village of Weston, Wisconsin
OFFICIAL PROCEEDINGS OF THE
VILLAGE COMMUNITY LIFE AND PUBLIC SAFETY (CLPS) COMMITTEE MEETING**
held on Monday, September 2, 2025, at 5:00 p.m., in the Board Room, at 4747 Camp Phillips Road

AGENDA ITEMS.

1. Meeting called to order by CLPS Chair and Village Trustee, Luis Lopes-Serrao, at approximately 5:00 p.m.

2. Pledge of Allegiance to the Flag.

3. Roll Call and Declaration of Quorum by Secretary Parker.

Roll call indicated seven (6) CLPS members present.

<u>Member</u>	<u>Present</u>
Lopes-Serrao, Luis {Chair}	YES
Ermeling, Barbara {Vice Chair}	YES
Clark, Katrina	YES
Czerwonka, John	YES
Kamke, Kirk	YES
Kern, Mark	YES (via Zoom)
Olson, Brent	ABSENT

Village Staff in attendance, in-person: Gebert, Higgins, Maguire, Hunt, and Parker.

Village Staff in attendance, via Zoom: None

Board of Trustees Members Present in the audience, in-person: None

Board of Trustees Members Present in the audience, via Zoom: None

Audience Members in attendance, in-person: There were no audience members present, in-person.

Audience Members in attendance, via Zoom: There was one audience members present, via Zoom.

PUBLIC COMMENT [0:01:05 Zoom Meeting Recording]

None.

MINUTES FROM PREVIOUS MEETINGS [0:1:15 Zoom Meeting Recording]

4. Approve Minutes from July 7, 2025, CLPS Meeting.

Motion by Ermeling, second by Clark: to approve the July 7, 2025, CLPS meeting minutes.

Yes Vote: 6 No Votes: 0 Abstain: 0 Not Voting: 1 Result: PASS

<u>Member (PC)</u>	<u>Voting</u>
Lopes-Serrao, Luis {Chair}	YES
Ermeling, Barbara {Vice Chair}	YES
Clark, Katrina	YES

Czerwonka, John	YES
Kamke, Kirk	YES
Kern, Mark	YES
Olson, Brent	-----

WRITTEN COMMUNICATIONS RECEIVED

None.

ACKNOWLEDGE REPORTS FROM DEPARTMENTS [0:01:37 Zoom Meeting Recording]

5. Code Enforcement Update

Higgins pointed out her update in the packet.

a. Update on Raze or Repair Order for Aspen Street Apartments, located at 4911, 5003, 5007, 5011, 5103, & 5107 Aspen Street [0:08:00 Zoom Meeting Recording]

Maguire stated we have received fire inspection reports from Fire Marshal, Marty Christiansen, and how it was found last week, that some of the fire alarm systems are not functioning again. He stated we will have to get together with the property owner on site. He stated we may have to go so far as to bring in the State building inspector, as we have that ability with these being apartment buildings. Maguire stated how the State building inspector has been working with a property in Rothschild (owned by Keaton Schultz). Maguire stated there has been some minor maintenance with this site, but nothing close to what we wanted to see as far as major repairs. Maguire stated that due to our department being short staffed and our workload, we have not had a lot of time to be on site over there, so we have been relying on the Fire Marshal for a report on this. Lopes-Serrao questioned the status on the mold remediation there. Maguire stated that the owner has not taken care of that yet.

Maguire stated the next step is to meet on site with the property owner (Keaton Schultz) and provide him some written deadlines to complete the work. If non-compliance, the step thereafter would be proceeding with raise orders as far as condemning the building. He stated he does not believe these apartments are structurally unsound but would want to get the State Building Inspector (Jon Mollendahl) there.

Maguire explained to Clark that if we are unable to get a meeting with Schultz that we will proceed with citations, and after that we would get into posting the buildings unfit for human habitation and evict the residents.

Gebert stated that we would work with MBMPD and Marathon County Health Department if we had to re-home all the tenants (six 8-unit apartments).

Lopes-Serrao questioned if we have any legal means of preventing any more of these apartments from getting rented out until the issues are resolved. Maguire did not think we could do this, unless we posted individual buildings or apartments as uninhabitable.

Clark stated that we can't wait on these public safety items. Maguire stated that SAFER is generally in there on a monthly basis, due to lack of compliance, where normally they would only go twice per year. Maguire stated he is not sure if SAFER is actively issuing citations or not. Hunt stated that as far as SAFER issuing citations, it may just be in the form of invoices, but that MBMPD could issue citations on their behalf.

Clark stated we need to push the issue to get the owner to make the necessary corrections, and if it requires citations to motivate them, then that is what we should be doing.

Maguire stated he will be talking to the State inspector on Wednesday, along with Christiansen, and will discuss this case with him.

Gebert stated we can copy in Officers Loveless and Zwicky and let them know that we want to move a little quicker in taking care of this.

b. Update on 3020 Mount View Avenue's property maintenance issues and County's tax delinquent property acquisition progress.

Maguire stated that Higgins has been in conversation with Marathon County, and how the County had to delay the taking of the property due to their being unable to make contact with the listed owner of record (who is deceased).

Higgins stated the County has to work through a certain notification/posting protocol before taking the property. In the meantime, the Village has been mowing the property. She is hoping within the next month or so, the County will take ownership. She stated when Maguire spoke with the executor of the property a while back, he was informed that the family does not want anything to do with the property. There is a large medical lien on the property.

Maguire would like to go into the home to verify if the home is structurally sound, or if it will have to be condemned and raised. He stated that the family had repaired the roof on this home several years ago, so it may be okay yet. He pointed out how there was a squatter in the house a few months ago, who was also doing some repairs and claiming he won the house on sheriff's sale. With the assistance of MBMPD, we were able to get that person to leave.

Maguire stated that he stopped at the house one time, and the door was unlocked. While he did not go inside of the house, he did poke his head in there and could tell some attempts to repairs had been made. He stated the goal of the County will be to get the house sold and back on the market, or have it raised if it is not structurally sound.

Motion by Ermeling, second by Clark: to acknowledge the Code Enforcement Update Report.

Yes Vote: 6 No Votes: 0 Abstain: 0 Not Voting: 1 Result: PASS

<u>Member (PC)</u>	<u>Voting</u>
Lopes-Serrao, Luis {Chair}	YES
Ermeling, Barbara {Vice Chair}	YES
Clark, Katrina	YES
Czerwonka, John	YES
Kamke, Kirk	YES
Kern, Mark	YES
Olson, Brent	-----

UNFINISHED BUSINESS

6. Discussion and/or action on proposed amendments to Chapter 50 Nuisances [0:17:46 Zoom Meeting Recording]

Gebert stated this will come back at the next meeting.

NEW BUSINESS

7. Discussion and/or action on neighbor request for Please Slow Down for Children Playing signage on Flambeau Street and Amanda Drive [0:18:14 Zoom Meeting Recording]

Gebert introduced Jody Apfelbeck, 5805 Flambeau Street, who was present on Zoom, as the requester. Gebert summarized her RFC in the packet for further explanation of the study she included, which cites that the manual on the Uniform Traffic Control Devices (MUTCD) does not recognize “Children at Play”, by either the State or Federal governments.

Gebert pointed to the example policy that Isaac Dolan, Village Engineer, had found from City of Two Rivers, that we could entertain creating for Weston. She also pointed out the potential to create a community-wide initiative, where neighborhoods can create their own initiative on signage and talking with other neighbors.

Apfelbeck described the number of children and age ranges, all within their small neighborhood, and how traffic seems to move pretty quickly through their area. Apfelbeck commented that it helped for a little while when the patrol vehicles were in the neighborhood watching traffic. She feels that some sort of a sign, that asks drivers to please so down, would make a difference.

Clark asked if there is a certain time of day where Apfelbeck notices the faster-heavier traffic. Apfelbeck stated during the times she is home, in early mornings and early afternoons, along with early weekend mornings, but it could be all the time.

Clark asked about any of those little sandwich board signs. Apfelbeck stated she does not know how effective those are, as they don't seem to have the authority as municipal signs would.

Ermeling stated we have received similar requests over the years, and how it has generally been decided that it is not recommended, because this would turn into everyone wanting a sign in their neighborhood. She stated that she believes the Village did issue a sign years ago for an area where there was a deaf child. She stated if drivers aren't obeying the speed limits, they aren't going to obey those signs either.

Wodalski stated the only places in the Village where there may possibly be “Children at Play” signs would be by the parks, otherwise, he does not believe we have any. He stated that realistically, people are not supposed to be playing on the road, as the roads are meant to be a means of transportation. He also commented that where Flambeau Street and Amanda Street are situated, unless you live on those streets, there is no reason for people to drive on them. He stated a letter could be sent to the neighborhood reminding them to slow down (as it is probably people within this neighborhood speeding).

Lopes-Serrao suggested to Apfelbeck if she notices the people who are speeding are specific people from her neighborhood, that she could report those people to MBMPD.

Gebert stated we can do door hangers, where she can work with the Clerk's office to design a door hanger that simply reads "It's been identified that there are children in the neighborhood, and we would appreciate it if you would slow down.". She stated that neighbors could pick them up and place them around the neighborhood, or we could work with our officers to do a section of a road.

Clark asked about one of those speed radar boards. Hunt stated they can bring a radar board out there. Gebert can send a request to Hunt for one. Hunt feels those little turtle flag sandwich signs can bring attention to people.

Lopes-Serrao stated we could look at some enforcement and educations options to help this situation.

Clark stated we could put something in a newsletter about door hangers available, and offer residents if they want to pick some up to distribute around. Gebert stated that she will work with the Clerk's staff next week to draft something, and then she will share with Apfelbeck as well for her input.

8. Discussion and/or action on request for Right Turn Only Signage at Camp Phillips and E Jelinek Avenue [0:39:10 Zoom Meeting Recording]

Lopes-Serrao provided an explanation on this request, which started in the Public Works & Utility Committee, which he used to be a committee member. He stated as they were discussing making the intersection (Camp Phillips Road and E. Jelinek Avenue) safer, there was discussion and he made action about making this intersection a right turn in and right turn out only intersection. He stated that after rethinking his motion, he now realizes this change probably would not solve the issue, as it would probably just push more traffic onto the other side streets (like Douglas Lane).

Wodalski pointed out that Hunt provided updated crash data, and in the last 5 years, only 3 of crashes were from cars turning left onto Camp Phillips Road. He stated that some of the other crashes reported were not related to on-street traffic. He stated with there realistically being 1 crash per year, it is pretty comparable to any other crashes that occur on any other roads.

Clark asked if we are able to install signage on Camp Phillips Road. Wodalski stated it would be the County who would do that on their road.

Hunt stated they did some traffic data on Camp Phillips Road and that went to the Village Board. He stated there was also some signage issues on Camp Phillips Road that need to be addressed with the County. When that gets addressed, maybe it will slow some of the vehicles down.

Wodalski stated there could be an endorsement from CLPS that he will take to Public Works next week.

Motion by Ermeling, second by Czerwonka: to keep the status quo on not restricting turning movements.

Yes Vote: 6 No Votes: 0 Abstain: 0 Not Voting: 1 Result: PASS

<u>Member (PC)</u>	<u>Voting</u>
Lopes-Serrao, Luis {Chair}	YES
Ermeling, Barbara {Vice Chair}	YES
Clark, Katrina	YES
Czerwonka, John	YES
Kamke, Kirk	YES
Kern, Mark	YES
Olson, Brent	-----

ANNOUNCEMENTS [0:51:28 Zoom Meeting Recording]

None

REMARKS FROM COMMITTEE MEMBERS [0:51:39 Zoom Meeting Recording]

Kamke stated as far as signage, if you put one up for someone, everyone else will want one.

Clark commented on a plan she had seen for the area by Weston Elementary School, for better signage and street crossing lines. She questioned if we still have plans to improve signage there, where the crossing guard assists children getting across the road.

Wodalski stated there was a Safe Routes to School Plan that Weston Elementary adopted to include those adjacent improvements. We are currently in the process of working with Marathon County Highway Department to redo the intersection at Ross Avenue. The project on County Road X, will start at Sternberg Avenue and will extend up to Eau Claire Avenue. He stated as part of the improved crossings there, we may be looking at an island bump-out, along with some other things. Wodalski stated the School District is trying to promote kids walking to school, but many parents who are west of the school are not comfortable doing so because of crossing Camp Phillips Road. Wodalski stated this is scheduled as a 2028 project.

Clark asked if there is anyway we can at least improve the striping on Camp Phillips Road to help (similar to the lines on Eau Claire Avenue). Wodalski stated we would have to ask the County.

Gebert stated that Officer Loveless is at this school in the mornings, and he has been helping with getting children across.

Maguire commented on the crosswalk lights that were put in a few years ago.

ITEMS FOR NEXT AGENDA [0:56:20 Zoom Meeting Recording]

Chapter 50 will be coming back at the next meeting.

a. Next Regular Meeting Date – Monday, November 3, 2025, at 5:00 p.m. [note adjustment above]

i. Proposed Amendments to Chapter 42 Law Enforcement

ii. Electric Bikes – Popularity and Safety Concerns

Clark stated electric bikes and scooters have been riding along the multi-use path. Lopes-Serrao stated those are treated as a bicycle, and Hunt stated some are considered play toys.

ADJOURNMENT

Motion by Kamke, second by Clark: to adjourn at 5:59 p.m.

Luis Lopes-Serrao, Village Trustee and CLPS Chair

Jami Gebert, Village Administrator

Valerie Parker, Recording Secretary

DRAFT

REQUEST FOR CONSIDERATION

Public Mtg/Date: CLPS, November 3, 2025

Description: Monthly Code Enforcement Report

From: Jennifer Higgins, Planning & Development Director/Zoning Administrator
Roman Maguire, Building Inspector
Travis Meverden, Building Inspector/Property Inspector
Audrey Webster, Assistant Planner
Mountain Bay Metro Police Department

Question: Item is on the agenda for informational purposes only as an update to Code enforcement case progress over the past month.

BACKGROUND

As of 10/29/25

- There were 55 open and active code enforcement cases. (See attached list)
- In September 2025, 9 cases were created, 19 cases were closed. 16 of the overall 56 active cases have been referred to Mountain Bay Metro PD and are in various stages of enforcement proceedings (Monitoring/Citations/Municipal Court).
- To date we have received 10 new complaints in October. 4 have been closed.

Attached Docs: Active Enforcement Case List

Committee Action: None

Fiscal Impact: TBD.

Recommendation: Staff recommend the Committee acknowledge the report and place on file.

RECOMMENDED LANGUAGE FOR OFFICIAL ACTION

I acknowledge the report as presented and direct staff to place the report on file.

ADDITIONAL ACTION: None

REQUEST FOR CONSIDERATION

ID	Complaint Date	Case Address	Case Number	Type	Status	Assigned To	Created On	Created By
6644	10/28/2025	5203 COROZALLA DR, WESTON	CV-202500214	Animals	In Violation	MBMPD	10/28/2025	Code Enforcement
6643	10/27/2025	3902 BAYINGTON AVE, WESTON	CV-202500213	Health and Sanitation	Pending	CodeEnforceme	10/27/2025	vparker
6642	10/27/2025	163901 TOWNLINE RD, WESTON	CV-202500212	Business Licensing	In Violation	jhiggins	10/27/2025	jhiggins
6641	10/20/2025	1412 KECK AVE, WESTON	CV-202500211	Health and Sanitation	Pending	rmaguire	10/20/2025	vparker
6640	10/20/2025	7302 RYAN AMY DR, WESTON	CV-202500210	Parking	In Violation	CodeEnforceme	10/20/2025	awebster
6638	10/14/2025	3207 EAU CLAIRE AVE, WESTON	CV-202500208	Building Code	Pending	CodeEnforceme	10/14/2025	Code Enforcement
6637	10/9/2025	3110 HOWLAND AVE, WESTON	CV-202500207	Nuisances	Pending	CodeEnforceme	10/9/2025	vparker
6634	10/6/2025	5311 JEAN ELLEN ST, WESTON	CV-202500204	Parking	Monitoring	tmeverden	10/6/2025	jhiggins
6631	10/1/2025	5908 QUENTIN ST, WESTON	CV-202500201	Vegetation	Pending	CodeEnforceme	10/1/2025	jhiggins
6629	9/22/2025	2105 JELINEK AVE, WESTON	CV-202500199	Nuisances	Pending	CodeEnforceme	9/22/2025	vparker
6621	9/1/2025	4802 AUGUSTINE AVE, WESTON	CV-202500191	Animals	In Violation	MBMPD	9/1/2025	Code Enforcement
6598	8/11/2025	1803 ROSSENBACH AVE, WESTON	CV-202500168	Building Code	In Violation	mloveless	8/11/2025	Code Enforcement
6597	8/6/2025	4206 AUGUSTINE AVE, WESTON	CV-202500167	Junked Motor Vehicles	In Violation	mloveless	8/6/2025	tmeverden
6594	8/5/2025	5505 RICHFLEX ST, WESTON	CV-202500164	Junked Motor Vehicles	In Violation	mloveless	8/5/2025	Code Enforcement
6580	7/15/2025	5308 S TIMBER ST, WESTON	CV-202500150	Nuisances	In Violation	tmeverden	7/15/2025	Code Enforcement
6571	7/8/2025	5014 ASPEN ST, WESTON	CV-202500141	Zoning-Land Use	Pending	jhiggins	7/8/2025	vparker
6558	6/28/2025	4020 SCHOFIELD AVE, WESTON	CV-202500128	Refuse and Recycling	Monitoring	vparker	6/28/2025	Code Enforcement
6557	6/27/2025	5888 DELIKOWSKI ST, WESTON	CV-202500127	Refuse and Recycling	In Violation	vparker	6/27/2025	dgessert
6547	6/25/2025	3104 ROSS AVE, WESTON	CV-202500117	Nuisances	In Violation	rmaguire	6/25/2025	dgessert
6544	6/24/2025	1726 LAGUNA AVE, WESTON	CV-202500114	Zoning-Driveways	In Violation	tmeverden	6/24/2025	statro
6539	6/20/2025	5007 LEE AVE, WESTON	CV-202500109	Zoning-Permits/Approvals	In Violation	rmaguire	6/20/2025	dgessert
6524	6/12/2025	4602 FULLER ST, WESTON	CV-202500094	Nuisances	In Violation	jzwick	6/12/2025	dgessert
6514	6/9/2025	5707 MOYER AVE, WESTON	CV-202500084	Parking	Monitoring	jzwick	6/9/2025	Code Enforcement
6488	4/17/2025	5408 WESTFAIR AVE, WESTON	CV-202500058	Zoning-Signs	In Violation	jhiggins	4/17/2025	vparker
6477	4/8/2025	5011 PINE ST, WESTON	CV-202500047	Nuisances	In Violation	mloveless	4/8/2025	Code Enforcement
6450	2/17/2025	1818 HIGHLAND AVE, WESTON	CV-202500020	Nuisances	In Violation	mloveless	2/17/2025	Code Enforcement
6435	1/22/2025	5107 ASPEN ST, WESTON	CV-202500005	Zoning-Motorized Vehicle Storage	Monitoring	jzwick	1/22/2025	jhiggins
6434	1/22/2025	3020 MOUNT VIEW AVE, WESTON	CV-202500004	Building Code	In Violation	rmaguire	1/22/2025	rmaguire
6433	1/16/2025	3613 SCHOFIELD AVE, WESTON	CV-202500003	Zoning-Permits/Approvals	In Violation	rmaguire	1/20/2025	jhiggins
6430	12/31/2024	4717 MESKER ST, WESTON	CV-202400208	Nuisances	In Violation	mloveless	12/31/2024	vparker
6426	12/18/2024	4002 SCHOFIELD AVE, WESTON	CV-202400204	Refuse and Recycling	Monitoring	vparker	12/18/2024	vparker
6425	12/18/2024	3806 SCHOFIELD AVE, WESTON	CV-202400203	Refuse and Recycling	Monitoring	vparker	12/18/2024	vparker
6424	12/18/2024	3910 SCHOFIELD AVE, WESTON	CV-202400202	Refuse and Recycling	Monitoring	vparker	12/18/2024	vparker
6422	12/13/2024	6406 HUBERT AVE, WESTON	CV-202400200	Nuisances	In Violation	tmeverden	12/13/2024	Code Enforcement
6415	11/18/2024	4911 ASPEN ST, WESTON	CV-202400193	Building Code	In Violation	rmaguire	12/11/2024	rmaguire
6414	12/11/2024	5003 ASPEN ST, WESTON	CV-202400192	Building Code	In Violation	rmaguire	12/11/2024	rmaguire
6413	11/18/2024	5007 ASPEN ST, WESTON	CV-202400191	Building Code	In Violation	rmaguire	12/11/2024	rmaguire
6412	11/18/2024	5011 ASPEN ST, WESTON	CV-202400190	Building Code	In Violation	rmaguire	12/11/2024	rmaguire
6411	11/18/2024	5103 ASPEN ST, WESTON	CV-202400189	Building Code	In Violation	rmaguire	12/10/2024	rmaguire
6410	11/18/2024	5107 ASPEN ST, WESTON	CV-202400188	Building Code	In Violation	rmaguire	12/10/2024	rmaguire
6405	11/15/2024	4020 SCHOFIELD AVE, WESTON	CV-202400183	Refuse and Recycling	Monitoring	vparker	11/15/2024	Code Enforcement
6400	11/11/2024	3404 STERNBERG AVE, WESTON	CV-202400178	Zoning-Accessory Buildings	In Violation	mloveless	11/11/2024	tmeverden
6397	11/1/2024	5912 BUSINESS HIGHWAY 51, WESTON	CV-202400175	Building Code	In Violation	rmaguire	11/6/2024	rmaguire
6350	8/16/2024	1310 POST AVE, WESTON	CV-202400128	Nuisances	Monitoring	jzwick	8/16/2024	Code Enforcement
6313	7/16/2024	4501 RIVER BEND RD, WESTON	CV-202400091	Right-of-Way	In Violation	tmeverden	7/16/2024	tmeverden
6287	6/20/2024	3913 ROSS AVE, WESTON	CV-202400065	Building Code	In Violation	tmeverden	6/20/2024	jhiggins
6286	6/20/2024	7804 SERVICE LN, WESTON	CV-202400064	Zoning-Parking Lot	In Violation	tmeverden	6/20/2024	cedmondson
6284	6/18/2024	5707 MOYER AVE, WESTON	CV-202400062	Parking	Monitoring	jzwick	6/18/2024	Code Enforcement
6264	6/4/2024	4506 HOLLY AVE, WESTON	CV-202400042	Zoning-Driveways	In Violation	tmeverden	6/4/2024	tmeverden
6223	1/4/2024	4104 SHOREY AVE, WESTON	CV-202400001	Building Code	In Violation	rmaguire	1/4/2024	aanklam
6217	12/5/2023	3609 WESTON AVE, WESTON	CV-202300157	Zoning-Motorized Vehicle Storage	In Violation	mloveless	12/5/2023	aanklam
6123	6/27/2023	5902 STELLA AVE, WESTON	CV-202300063	Zoning-Permits/Approvals	In Violation	jhiggins	6/27/2023	aanklam
6118	6/16/2023	5810 BUSINESS HIGHWAY 51, WESTON	CV-202300058	Building Code	In Violation	tmeverden	6/16/2023	aanklam
6067	2/14/2023	1710 ROSSENBACH AVE, WESTON	CV-202300007	Nuisances	In Violation	tmeverden	2/14/2023	aanklam
5971	9/8/2021	6202 ROSS AVE, WESTON	CV-202100084	Nuisances	Monitoring	tmeverden	9/8/2021	Code Enforcement

REQUEST FOR CONSIDERATION

Public Mtg/Date:	CLPS, November 3, 2025
Description:	Discussion and/or action on draft <i>Please Slow Down for Children Playing</i> door hanger for neighborhoods
From:	Jami Gebert, Administrator
Question:	To review a draft <i>Please Slow Down for Children Playing</i> door hanger for neighborhoods.

Background

The CLPS Committee had a good conversation at the September 2, 2025, meeting regarding *Please Slow Down for Children Playing* signs. It was discussed at the meeting that a door hanger could be developed and made available at the Municipal Center to any resident(s) looking to share a friendly reminder about slowing down in neighborhood areas. Attached to the RFC is a draft of the door hanger, it prints double-sided.

I did reach out to the resident along Flambeau Street and Amanda Drive to share the draft door hanger. Mary "Jody" Apfelbeck shared positive comments about the draft. She also said she purchased a kid-friendly safety sign with flag and reflector, and it has been beneficial.

If the committee approves of the attached draft, the Village will order a quantity of the door hangers and share broadly there availability here at the Municipal Center.

Attached Docs:	- Draft <i>Children at Play</i> Door Hanager
Committee Action:	TBD.
Fiscal Impact:	TBD, minimal.
Recommendation:	None.

Recommended Language for Official Action

I move to approve the *Children at Play* door hanger as presented.

I move approval of the *Children at Play* door hanger with the following changes _____.

Slow Down!



Children at Play

This is a neighborhood-wide reminder: please slow down. It's been noticed that we all could be more mindful of our speed. Let's work together to keep our streets safe for everyone——especially our children.



Children at Play

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Community Life and Public Safety – 11/03/2025
Description:	Discussion and/or action on neighbor request for reduction in speed (from 35 mph to 25 mph), and/or change(s) to permanent signage on Mallard Court from Alderson Street to end of court
From:	Isaac Dolan, Staff Engineer Jami Gebert, Administrator
Question:	Should this speeding concern be addressed through additional policing and enforcement (neighborhood presence) or reducing the posted speed limit?

Background

A resident that lives in the neighborhood located at the east end of Mallard Court stopped into the Weston Municipal Center on September 18th to share their concern with vehicles regularly travelling at a high rate of speed than is allowed.

Mallard Court is local residential street located on the east side of Alderson Street, north of Ross Avenue within the Village of Weston. The street is approximately a 1/2 mile long as shown in the screen capture below taken from Marathon County Land Information Mapping System and has a posted 35 MPH speed limit.



Figure 1: Overview of Mallard Court

The concerned resident has observed many vehicles speeding between Alderson Street and the east end of Mallard Court where the entrance to the neighborhood is located. Recently, a neighborhood dog was struck and killed by a vehicle near the corner of Mallard Court and Puffer Street which has led to this report and an increased concern for the safety of residents walking in the neighborhood. The neighborhood has seen an increase in younger families moving in over the last several years. This neighborhood does not have sidewalks, so families are required to walk and bike on the streets within their neighborhood.

REQUEST FOR CONSIDERATION

It was also reported that a resident in the neighborhood installed fiberglass marker posts to keep vehicles from driving across their yard, as shown in the image below.



Figure 2: NE Coner of Mallard Court and Puffer Street

The Mountain Bay Metro Police Department completed a speed investigation in the area and results are attached. A request was also made for the speed trailer to be located in the area when available and appropriate.

From the Wisconsin DOT (WisDOT) website, *“Modified speed limits are typically established on roadways where the statutory speed limit or existing limit is no longer appropriate due to a change in land use, access, traffic volumes or number of crashes or crash potential along a roadway. ... All speed limits in Wisconsin must be based on an engineering and traffic investigation. If a speed limit modification is proposed to lower (or raise) a posted speed limit to meet statutory speed limits, an engineering and traffic investigation should document this decision. Statutory limits are established to ensure that every roadway has a speed limit, but decisions on adjusting speed limits should consider the roadway’s context, function and existing driving behaviors to determine the appropriate and safe speed. Setting speed limits without consideration of these factors may lead to compliance and safety issues without significant interventions (e.g., design changes, heavy enforcement).”*

Under WisDOT regulations, the Village may lower a speed limit 10 mph after completing an engineering and traffic investigation without WisDOT approval. A further reduction to 20 mph or less would require WisDOT approval. If the committee felt that further analysis was needed, an appropriate next step would be direct staff to complete the engineering and traffic investigation. Another opportunity or option to consider, if approved at the CLPS meeting, would be the distribution of the *Children at Play* door hanger.

If after the engineering and traffic investigation it was felt a speed reduction was warranted, our municipal ordinance would also need to be updated,

REQUEST FOR CONSIDERATION

https://weston.municipalcodeonline.com/book?type=ordinances#name=ARTICLE_82-VI_SPEED_LIMITS.

Attached Docs:	Mountain Bay Metro Speed Investigation.
Committee Action:	None.
Fiscal Impact:	To be determined.
Recommendation:	Staff recommends regular patrol and enforcement by police be considered before reducing speed limit.

Recommended Language for Official Action

I move that staff continues to coordinate with Mountain Bay Metro Police Department and neighborhood on monitoring the traffic and _____.

Or, something else . . .

Extra Patrols for Speed Violations:

MALLARD CT between ALDERSON ST & RANDOM ST

Date	Time	Traffic Stops	Violations	Observation Notes	Misc
9/29/2025	2:19p-2:50p	0		7 cars average speed 32mph, top speed 42mph low speed 26mph	
9/29/2025	4:37p-5:11p	0		17 vehicles, top speed 40mph low speed 28mph	
10/1/2025	9:12a-10:12a	0		8 vehicles top speed 34mph low speed 26mph.	
10/1/2025	2pm-3pm	0		7 vehicles, max speed of 40mph no pedestrians seen	
10/3/2025	2:58a-3:24a	0		Nothing to note	
10/4/2025	7:34a-8:07a	0		5 cars / 31mph, 38mph, 32mph, 41mph, 31mph	
10/4/2025	6:43p-7:16p	0		5 cars fastest 45mph	
10/7/2025	7:57p-8:56p	1	Speed Citation	Citation issued to vehicle going 68mph in a 35.	
10/8/2025	3:20p-3:45p	0		6 vehicles average speed 33.5mph, top speed 39mph, low speed 29mph.	

Complaint:

A resident has concerns regarding the speed limit on Mallard Court. The street is currently signed 35 MPH,

People are believed to drive at much higher speeds along Mallard Court. The RP shared concerns for the neighborhood which is beginning to have more young families with pets move in.

Numerous wild animals have been hit by vehicles; Recently RP's neighbor's dog was hit by a vehicle. This concern was mentioned a few years ago but nothing was changed at that time

Proposed:

- 1. Enforcement
- 2. Additional Signs
- 3. Change of Current Signs
- 4. Reduction of Speed Limit to 25 mph

Dept. Action:

- 1. Monitor traffic for violations (speed focus)
- 2. Deploy the speed trailer once available

Findings:

Speeds averaged were found to be close to the speed limit of 35 mph. One vehicle was in excess and a citation was issued.

REQUEST FOR CONSIDERATION

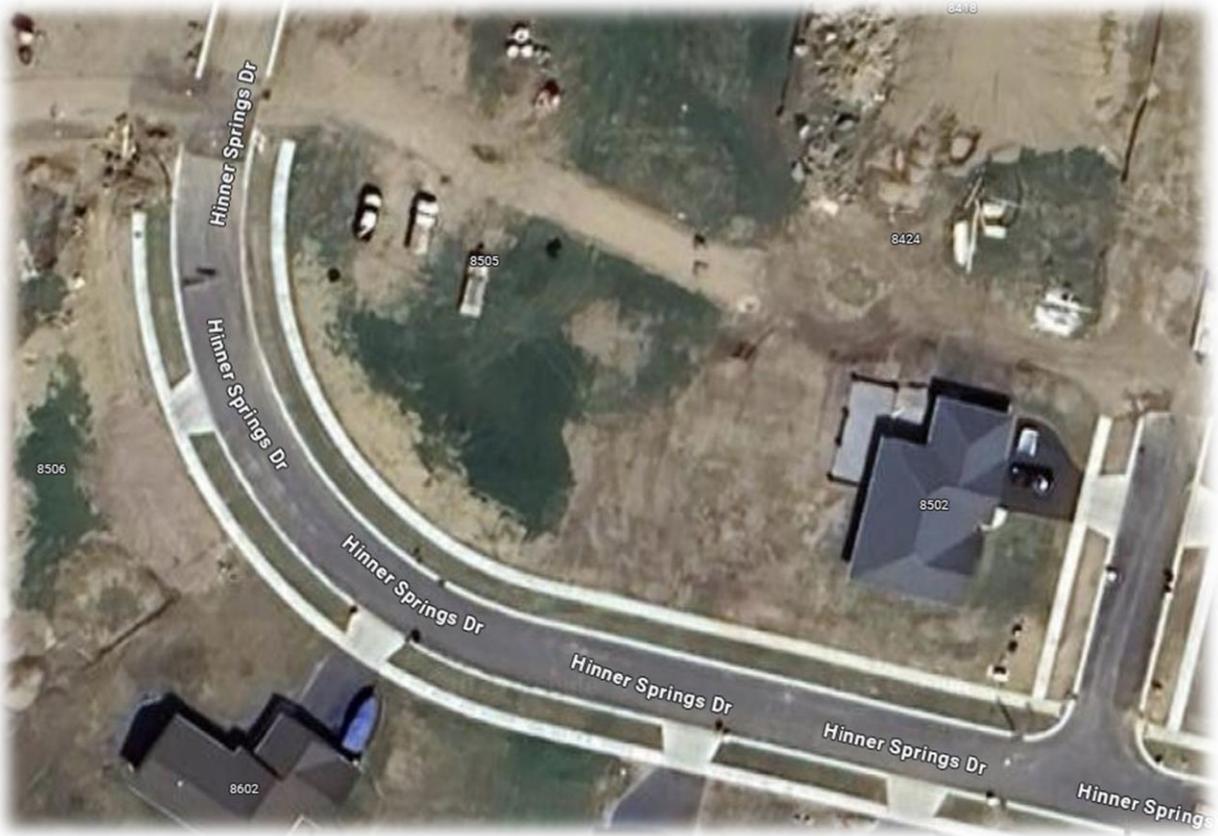


Figure 2: Curve in Hinner Springs Dr with boulevards and sidewalks.

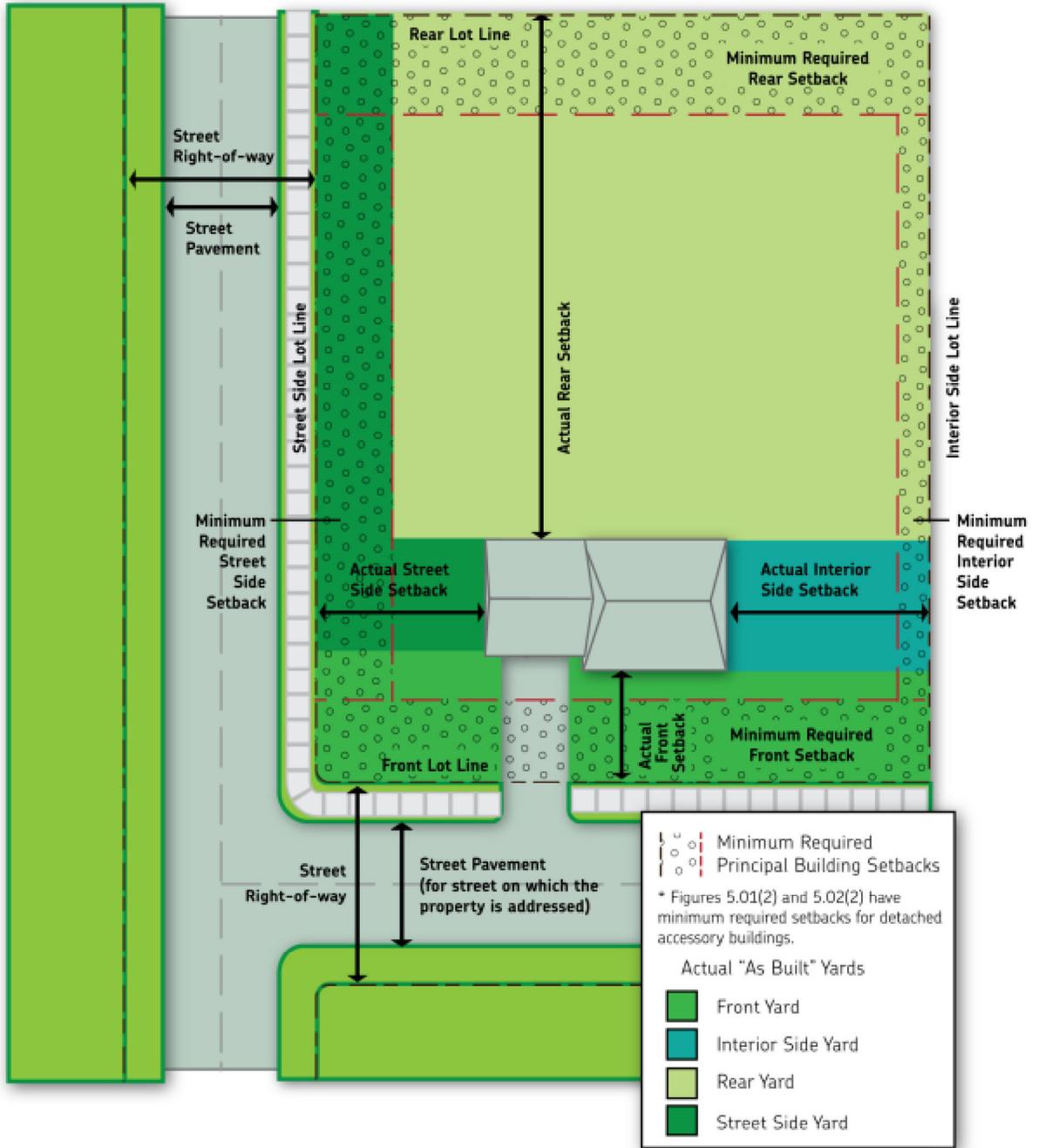
Attached Docs:	Pictures of the Fence and Street along with code sections and email communication from residents.
Committee Action:	None.
Fiscal Impact:	TBD.
Recommendation:	None.

Recommended Language for Official Action

I move to _____.

Or, Something else

Additional action:











CTIONS



Sec 94.12.03 Fences, Landscape Walls, And Hedges

1. **Purpose.** The purpose of this Section is to regulate the materials, location, height, and maintenance of fencing, landscaping walls, and decorative posts in order to prevent the creation of nuisances and to promote the general welfare of the public.
2. **Applicability.** The requirements of this Section apply to all permanent fencing, landscape walls, and decorative posts equal to or exceeding four feet in height.
3. **Standards**
 - a. **Traffic Visibility.** All fences, walls, and hedges must comply with the vision clearance requirements of Section 94.12.08(12).
 - b. **Access.** No fence shall be considered a hardship to access a rear yard, for purposes of storage of vehicles or other purposes in this Chapter.
 - c. **Fences for All Residentially Zoned Land, in Any RR or PR District, and for Any Residential Use Regardless of District**
 - i. The maximum height of each fence or wall shall be four feet within front and interior side yards, as such yards are illustrated in Figure 5.01(3) and defined in Section 94.17.04.
 - ii. The maximum height of each fence or wall outside of the yards described in subsection 1. shall be six feet.
 - iii. No fence or wall may be installed closer than two feet from any lot line, except that any fence or wall along an interior side lot line or a rear lot line not abutting a public street may be installed up to the lot line.
 - d. **Fences within all Non-residential Zoning Districts, Except for RM and for Residential Fences Located in Such Districts.**
 - i. Fences, walls, and continuous hedges not exceeding ten feet in height are permitted. Such fence, wall, or continuous hedge shall be set back a minimum of two feet from any front or street side property line abutting a public street, but may be installed up to the property line of interior side and rear yards.
 - ii. Fences, walls, or continuous hedges may be required for screening particular land uses per Article 4 and Section 94.11.02(3)(d).
 - e. **Agricultural-related Fences.** Garden fences, partition fences under Wis. Stat. Chapter 90, and all other fencing within agricultural and RM zoning districts, shall be exempt from the requirements of this Section, except that all front and street side yard fences shall adhere to the front yard fence requirements for residential districts where such regulation is not prohibited by Statute. Agricultural-related fences under this subsection shall not require a zoning permit or building permit, except for garden fences that are closer than two feet from any property line.
 - f. **Temporary Fences.** Fences erected for the protection of plantings or to warn of construction hazards or for similar purposes shall be clearly visible or marked with colored streamers or other such warning devices at four-foot intervals. Such fences shall comply with any setback requirements set forth in this Section. The issuance of a permit shall not be necessary for temporary fences. Temporary fences may be installed and maintained for a period not exceeding the term of construction, or 180 days if not associated with a construction project.

- g. Permanent Fence Appearance. For each permanent fence with a more finished or a more decorative (non-structural) side, such side shall face toward the adjoining property or right-of-way. Residential fences in a front or street side yard shall be of semi-open designs, such as vertical picket, weaved lattice, or wrought iron bars. Each permanent fence shall be of consistent design and color, and color shall be compatible with the predominant color of the principal building on the same lot.
- h. Construction and Maintenance. All fences, landscape walls, or decorative posts shall be constructed and maintained in a structurally sound and attractive manner per manufacturer's instructions. Living hedges must be trimmed so that all limbs remain entirely within the property. Each fence shall be built and maintained with a single material and a single color for its full length.
- i. Prohibited Fences
 - i. The use of a fence that delivers an electric shock is prohibited, except for electric fences used for the confinement of livestock or undomesticated animals in any agricultural zoning district.
 - ii. Fences within and adjacent to any residential and RR zoning district, and for residential uses regardless of zoning district, may not be comprised of stranded wire, exposed/reflective metal, or corrugated metal.
 - iii. The use of barbed wire, razor wire, or similar cutting wire is prohibited on any fence, except in any non-residential district on top of a security fence on which the wire is a minimum of eight feet above ground level and the wire section is directed inward, or for confinement of livestock or undomesticated animals in agricultural districts.
 - iv. Snow fences or other fences designed for temporary use shall not be used for a period exceeding 30 days in any residential or non-residential or mixed use zoning district. Snow fences shall not exceed four feet in height, and are prohibited between May 1 and November 1 of each year. No privately owned snow fence shall extend beyond the highway right-of-way line.

HISTORY

Amended by Ord. [16-046](#) on 12/21/2016

Amended by Ord. [19-001](#) on 1/23/2019

Amended by Ord. [25-011](#) on 8/18/2025

Sec 94.12.08 Access And Driveway Standards

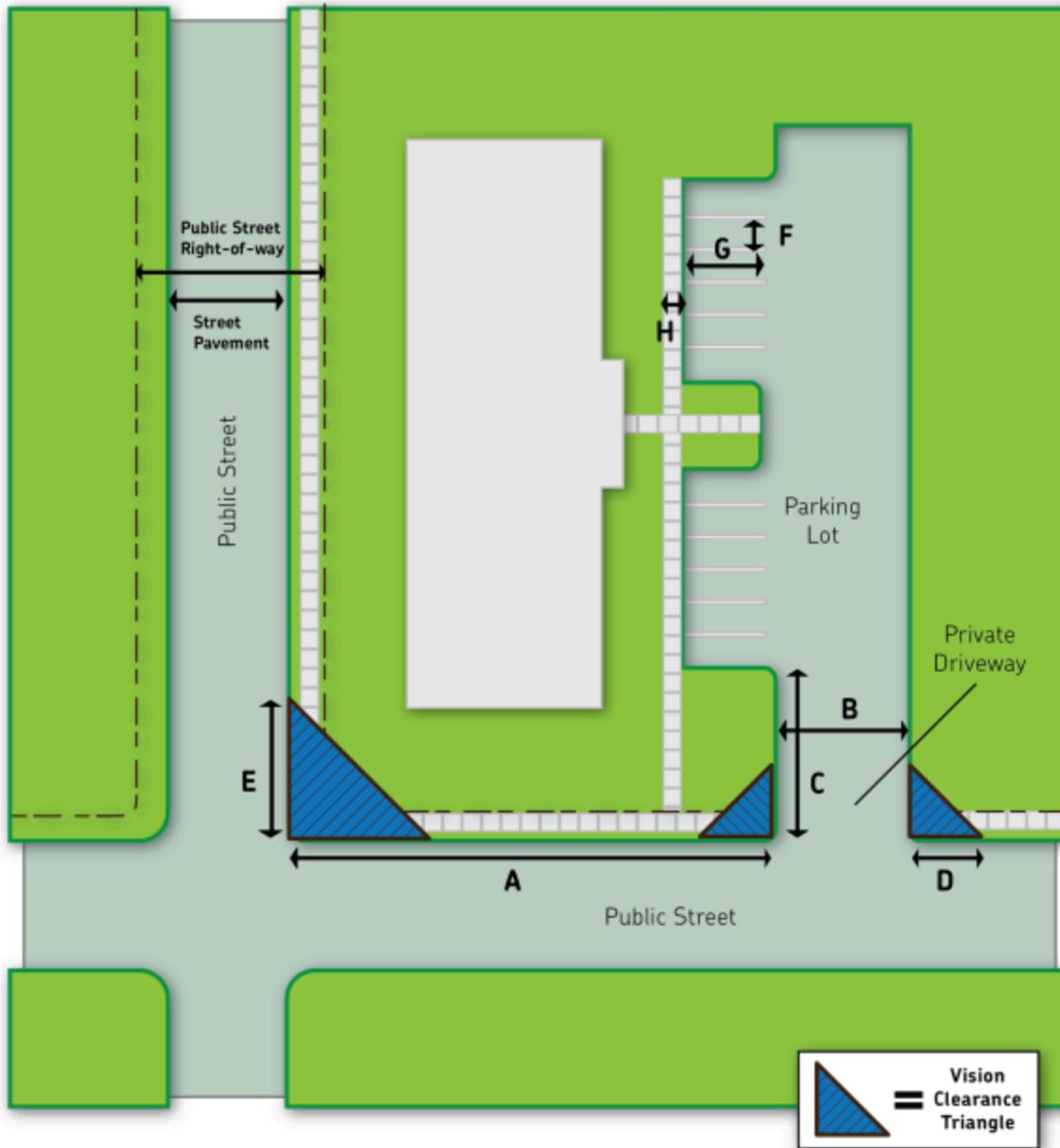
1. **Purpose and Applicability.** The purpose of this Section is to alleviate or prevent congestion of public rights-of-way, protect and enhance property values and community aesthetics, and promote the safety and general welfare of the traveling public. This Section establishes minimum requirements for the provision of access to public rights-of-way in accordance with the utilization of various sites.
2. **Roadway Access Control.** Access control to public roadways and driveway access design standards shall be per Chapter 71 of the Village of Weston Municipal Code
3. **Depiction on Required Site Plan.** The configuration and location of all proposed access drives on a property shall be depicted on any required site plan.
4. **Distance from Property Line.** The distance from an access drive or parking lot to the property line shall not be less than the minimum associated setback for hard or gravel surface areas in Figures 5.01(2) and 5.02(2), except or approved shared driveways, shared parking lots, cross-access ways, or as otherwise exempted in such figures.
5. **Width of Driveways.** All openings for access drives onto public streets shall adhere to the widths as specified in Chapter 71 of the Code.
6. **Traffic Control.** Traffic into and out of all off street parking, loading, and traffic circulation areas serving six or more parking spaces shall be forward moving, with no backing into streets or pedestrian ways.
7. **Surfacing.** Driveway surfacing shall be per Section 94.12.09(6)(a).
8. **All Garages to be Served by Driveways.** All garages intended for vehicle parking shall be served by a driveway extending from the garage to the curb or street edge. Where such driveway meets the garage, the width shall be, at minimum, the left and right wall width of the garage it serves. Each such driveway need not run directly between the garage and street.
9. **Installation Timing.** Except for apron sections within public rights-of-way, no residential driveway shall be constructed until the owner has been issued a building permit for the residence. Each residential driveway shall be constructed prior to occupancy of the associated dwelling, except in cases when construction of the dwelling is completed between December 1st and March 31st. In such cases, driveways must be installed no later than June 1st following occupancy.
10. **Provision for Sidewalk.** Where there is existing curb and gutter street sidewalks shall be installed for all new construction and substantial remodels, which exceed 50% of the assessed value, of a structure, regardless if a sidewalk is present on either side of said project, in accordance with the Village's Complete Streets Policy. Where the construction project or remodel does not exceed 50% of the assessed value then all driveways, new or existing, shall accommodate a 5-foot wide concrete sidewalk section within the public right-of-way, built to Village sidewalk standards, to maintain connection with existing sidewalks or to allow for the connection of future sidewalks on either side of the driveway. The Site Plan Approval Authority may waive the above stated provisions under the following circumstances:
 - a. The Village Capital Improvement Plan and/or sidewalk and trail planning maps, or similar planning documents do not include sidewalks within the project neighborhood; or
 - b. The Director of Public Works has determined that future sidewalk grades cannot be determined or;
 - c. The Director of Public Works has determined that substantial grading of the area between the curb and the right-of-way line is required for both the subject parcel and

both neighboring parcels.

11. **Maintenance.** All driveways shall be maintained so as to prevent the transport of gravel, dirt, or other material from the property into the public right-of-way.
12. **Vision Clearance Triangles.** Within vision clearance triangles, no signs, structures, earthwork, vegetation, or other obstructions between 18 inches and ten feet in height shall be permitted, except for tree trunks, mailboxes and sign poles. The vision clearance triangle shall apply where public streets intersect, and where private driveways and alleys intersect with public streets, per the following standards (as also represented in Figure 12.08).
 - a. Where public streets intersect with each other. To draw the first two lines of the triangle, measure 20 feet from the point of intersection of the two street rights-of-way along the two right-of-way lines. Next, draw a third straight line between the ends of the first two lines to form the vision clearance triangle.
 - b. Where a private driveway or alley intersects with a public street. To draw the first two lines of the triangle, measure from the point of intersection between the public street right-of-way and the private driveway/alley surface edge a distance of 10 feet where the intersecting local street is a local street, 15 feet where a collector street, and 20 feet where an arterial street. Next, draw a third straight line between the ends of the first two lines to form the vision clearance triangle.

[Amended via Ord. 20-013, 9/25/2020]

Figure 12.08: Representation of Minimum Dimensional Requirements Affecting Vehicular Access



Minimum Distances/Widths	
A:	Generally 75 to 300 feet (see Chapter 71 of Code)
B:	12 feet for one-way/24 feet for two-way (for non-residential uses)
C:	20 feet (for non-residential uses)
D:	10 ft for local street, 15 ft for collector street, 20 ft for arterial street
E:	20 feet (on each non-hypotenuse side)
F:	10 feet (8 ½ feet for end spaces)
G:	18 feet
H:	6 feet (where vehicles parked against walkway)

HISTORY

- Amended by Ord. [16-028](#) on 5/18/2016
- Amended by Ord. [17-008](#) on 4/19/2017
- Amended by Ord. [24-015](#) on 10/21/2024
- Amended by Ord. [24-022](#) on 12/16/2024



Village of Weston

FENCE NEW/ALTERATION PERMIT

Permit #	202400351
Issued Date	04/04/2024
Expiration Date	04/04/2025

Job Location 8505 HINNER SPRINGS DR, WESTON **Owner** SEAN AND CYNTHIA SARVER

Parcel ID 19228082940030 **Contact** Sean Sarver

Category New Fence or Alteration (Residential) **Business**

Use **Description** Installing a 6' tall wooden privacy fence in the rear and side yards.

04/17/24 Due to the ANR gas pipe/marker, the the section of fence along east (rear) property line will be 8 feet from the property line.

04/22/24, After further communication with the ANR, the fence along the east property line will now need to be placed about 8 - 10' from the property line.

05/16/2024 Per Donald Collins, of ANR Pipeline (920-979-6276), property owners can place fences across the pipeline, but fence posts can not be on the line. An ANR representative must be present during fence installation to ensure posts are not on the gas line. Rear fence area will be 1 foot from property line.

The remaining yard area on the east side of the fence will just be a grass area.

Permit Details

Begin Date	04/04/2024	End Date	04/04/2025
Front Yard Setback (ft)	65	Fence Type	New Fence
Interior Side Yard Setback (ft)	16	Front Yard Material	Wood
Setback Type	Street Side Yard	Rear/Side Yard Material	Wood
Setback (ft)	2	Rear/Side Yard Height	6
Rear Yard Setback (ft)	1	Front Yard Height	6
Cost of Project	\$15,000		

Issued By *Valerie Parker* Valerie Parker **Fees** Accessory Structure, Residential \$30.00
\$30.00

Conditions



Village of Weston

FENCE NEW/ALTERATION PERMIT

Permit #	202400351
Issued Date	04/04/2024
Expiration Date	04/04/2025

The undersigned hereby makes application for a permit to complete the above described work on the stated premises, and agrees, in consideration of issuance of this permit, to do only the work specified herein and to faithfully comply with all applicable codes and ordinances as set forth by the State of Wisconsin and the Village of Weston. I have read and understand the aforementioned information.

Cindy Sarver

Signature _____ Date 05/16/2024

Contractor / Agent / Owner

Address 8505 Hinner Springs Drive Weston WI 54476

Telephone Number 715-370-6999

Required Inspections: Site Inspection, Final

To schedule inspections please call 715-241-2613; via the permit website; or via email at plandev@westonwi.gov. Give our office two (2) work days to complete the inspection. Per Sec. 94.16.04(4), this permit shall become void unless visible on-site construction is commenced within six months from the date of issuance of the permit or if the building or work authorized by such permit is suspended at any time after work is commenced for a period of 60 days. The period of time may be extended by the Zoning Administrator if the delay was due to conditions beyond the control of the applicant. All permits granted under the terms of this section shall be valid for only 24 months, unless otherwise so regulated by the Wisconsin Administrative Code.



PERMIT DETAILS

Permit Type

New Fence or Alteration (Residential) Permit

Permit Details

Permit #	202400351	Issued Date	04/04/2024
Job Address	8505 HINNER SPRINGS DR, WESTON	Owner	SEAN AND CYNTHIA SARVER
Parcel ID	19228082940030	Contact	Sean Sarver
Category	New Fence or Alteration (Residential)	Business	
Use		Subdivision	
Description	Installing a 6' tall wooden privacy fence in the rear and side yards.		

04/17/24 Due to the ANR gas pipe/marker, the the section of fence along east (rear) property line will be 8 feet from the property line.

04/22/24, After further communication with the ANR, the fence along the east property line will now need to be placed about 8 - 10' from the property line.

05/16/2024 Per Donald Collins, of ANR Pipeline (920-979-6276), property owners can place fences across the pipeline, but fence posts can not be on the line. An ANR representative must be present during fence installation to ensure posts are not on the gas line. Rear fence area will be 1 foot from property line.

The remaining yard area on the east side of the fence will just be a grass area.

Begin Date	04/04/2024	End Date	04/04/2025
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Permit Fees

Billed Date: 4/4/24	Invoice No. 2867521		
Accessory Structure, Residential			\$30.00
			<hr/>
			\$30.00

Inspection History

Final	09/22/2025	Travis Meverden	Approved	No issues for fence at time of inspection
-------	------------	-----------------	----------	-------------------------------------------

Contacts

Owner	SeanSarver		715-370-6999
General Contractor	BradKing	King Home & Yard Renovations LLC	715-574-1219

Conditions:

From: [Melody Holcomb](#)
To: [Paul Cielinski](#)
Cc: [Jami Gebert](#); [Roman Maguire](#)
Subject: Re: Fence 4 feet
Date: Thursday, September 25, 2025 4:39:09 PM

Hi All,
I can join 11/3!
Please put it on the agenda.
Thanks
Melody
Sent from my iPhone

On Sep 25, 2025, at 11:24 AM, Paul Cielinski <cielinskip@gmail.com> wrote:

I could join 11/3. @Melody does that work for you?

Jami, the discussion here is about a property in the new Hinner Springs neighborhood recently built by Denyon Homes.

8505 Hinner Springs Drive has a 6 foot good neighbor fence that you cannot see through. It runs in front of their house alongside of their house, all the way around their property, and much of this fence is actually alongside the road. Attached the village states roadside fence must only be 4 foot. This is a 6 foot fence.

Earlier this week, Melody and my ex-wife (who was driving my daughter) we're nearly in a head-on collision.

It is impossible to see around the bend in the road where this property resides. The fence blocks your view. The other issue is it seems is this road was built fairly narrow. It is impossible for two cars to pass each other and have sometimes even one car parked on the side of the road let alone two. The residents who live here at 8505? and/ or across the street seem to always park on the side of the road (there is no spacing or offset so only one car can pass through at a time).

With the fence, you cannot see ahead of time whether or not it is a good idea to continue around this corner.

You cannot see whether a car is coming or not coming and you can also not

see how many cars are parked on either side of the street before you make the turn into this corner.

As I was mentioning just now to you and Roman, it is an unsafe section of road. There are many kids and adults in this neighborhood who ride bikes and whatnot that also use this road.

In addition to revisiting the height of this fence at 8505 I think we should consider a survey or otherwise determine if even a 4 foot height fence would allow drivers to see around the bend in the road.

I wonder if the village should revisit their decision to allow good neighboring fences and these conditions and only allow chain-link fences when there is a bend in the road.

I also wonder if alternate side parking on the street should be a new standard in such conditions and in general it seems Hinner Springs would benefit from this regulation as it is a very congested neighborhood and there are not only work trucks but many residents parking on either side of the street lined up, making it impossible to pass.

I believe Roman mentioned the street was designed this narrow to promote slowness of traffic so people would not drive quickly. Having seen how Denton Holmes operates, I'm more apt to believe the narrow road allowed them to sell larger lots and make more money. But that's besides the point now, the lots are drawn, now we need to decide how to deal with the road and children/ resident safety.

From: Jami Gebert <jgeberty@westonwi.gov>

Sent: Thursday, September 25, 2025 11:07:55 AM

To: Paul Cielinski <cielinski@gmail.com>; Roman Maguire <rmaguire@westonwi.gov>

Cc: blakemel@yahoo.com <blakemel@yahoo.com>

Subject: RE: Fence 4 feet

Hello,

I apologize, I'm not familiar yet with the below discussion, however, the next Community, Life, and Public Safety Meeting is November 3rd. There is a not a meeting scheduled in October. The usual schedule is the first week of the month, but the committee decided to meet again in November.

Thank you,

Jami Gebert

From: Paul Cielinski <cielinskip@gmail.com>
Sent: Thursday, September 25, 2025 10:58 AM
To: Roman Maguire <rmaguire@westonwi.gov>; Jami Gebert <jgebert@westonwi.gov>
Cc: blakemel@yahoo.com
Subject: Re: Fence 4 feet

Fast follow here team,

I added Melody to the thread. We would like this discussed at the upcoming meeting Jami.

Can you help us get this on the agenda?

Thank you,

From: Paul Cielinski <cielinskip@gmail.com>
Sent: Thursday, September 25, 2025 10:53 AM
To: Roman Maguire <rmaguire@westonwi.gov>
Cc: Jami Gebert <jgebert@westonwi.gov>
Subject: Re: Fence 4 feet

Thank you Roman and Jami.

So just to verify. I spent some time on the Weston site you mentioned and could not find anything about fence height. I did some searches on references to state of Wisconsin dwelling standards but that also did not seem to provide any fence height restrictions.

It only discussed traffic triangles when two streets meet or a street and an alley meet. Neither of those seem relevant here.

It seems like the village just sets fence height using the website and application PDF. It does not seem documented in the zoning.

If there is a zoning hyperlink or page number or something you can refer me to on the fence height requirements. I'd love to read that.

Regarding the upcoming meeting I am discussing it with Melody. More soon.

As an aside, and forgetting, what is said on the website or in the zoning, that is an unsafe stretch of road. Even if cars are not allowed to park on either side of that road, and given that fence is a good neighbor fence and not chain link, even at 4 feet tall I would have a concern that we still cannot see through that fence and around the corner.

I would hate for some child to be struck by a vehicle and have this track record of communication and the village not revisit either of the policy on fence height or maybe setting a new standard that street-side fences must only be chain-link?

Thoughts?

From: Roman Maguire <rmaguire@westonwi.gov>
Sent: Thursday, September 25, 2025 10:25:24 AM
To: cielinski@gmail.com <cielinski@gmail.com>
Cc: Jami Gebert <jgebert@westonwi.gov>
Subject: RE: Fence 4 feet

Thank you for sending this over Paul. Like I said if anyone would like to address street signage it can be done at the Community Life & Public Safety meeting on Oct 6th at 5pm. This can be brought up during the public comment section or an individual/group can email the administrator Jami Gebert jgebert@westonwi.gov to get it added to the agenda as an official item.

Sincerely,

Roman Maguire

Building Inspector/Building Manager

Village of Weston, Wisconsin

4747 Camp Phillips Rd, Weston, WI 54476

Direct Office: [715-241-2619](tel:715-241-2619)

Department Office: [715-241-2613](tel:715-241-2613)

Direct Email: rmaguire@westonwi.gov

Department Email: plandev@westonwi.gov

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Thank you!**

As a local governmental entity, the Village of Weston is subject to Wisconsin statutes relating to open records. Any e-mail received by anyone at the Village of Weston, as well as, any e-mail sent by someone from the Village of Weston, are subject to these laws. Unless otherwise exempted from the Open Records law, senders and receivers of Village e-mail should presume that any e-mail is subject to release upon request.

From: cielinski@gmail.com <cielinski@gmail.com>

Sent: Thursday, September 25, 2025 10:11 AM

To: Roman Maguire <rmaguire@westonwi.gov>

Subject: Fence 4 feet

<image001.png>

(Sent while mobile)

Paul Cielinski

C: 480-686-7295

<original-4C8BA785-4197-4AB8-9241-C277618F52D5.jpeg>

REQUEST FOR CONSIDERATION

Public Mtg/Date:	CLPS, November 3, 2025
Description:	Discussion and/or action on neighbor request for alternate side of the street parking year-round for high density neighborhoods
From:	Jami Gebert, Administrator
Question:	Should the Village consider alternate side of the street parking year-round for high density neighborhoods?

Background

The Village received a request for discussion and consideration of agenda items #9 and #10. The two items may dovetail into one another. The resident who made the request is in the Hinner Springs neighborhood.

In completing some research, I could not find a municipality with an ordinance that had alternate side parking due to density or width of roadway. The only ordinance I found in searching was overnight parking regulations, which likely is due to snowplowing operations in the winter. The roadway in the Hinner Springs development is 24' wide. However, the roads within the subdivision and not collector roadways, but quieter streets to feed the collectors to arterials. In discussion with staff, vehicles currently parked on the street, tend to be – not always – but often are related to the construction of the neighborhood. These concerns may alleviate once the subdivision is built.

Again, items #9 and #10 may flux back and forth.

Attached Docs:	-
Committee Action:	TBD.
Fiscal Impact:	TBD.
Recommendation:	None.

Recommended Language for Official Action

I move to

REQUEST FOR CONSIDERATION

Public Mtg/Date: CLPS, November 3, 2025

Description: Discussion and/or action regarding electric bikes: trends in popularity, safety concerns, and potential interest in a municipal ordinance

From: Jami Gebert, Administrator

Question: Opening discussion regarding the popularity, safety, and any potential interest in a municipal ordinance for electric bikes.

Background

The popularity of electric bicycles (e-bikes) has steadily increased over the past several years. While they were once primarily used for recreation, e-bikes are now commonly used for commuting and short trips, such as running errands. Their appeal spans a wide range of users, as they make cycling more accessible to people who may have previously avoided it due to long distances, steep hills, or concerns about physical fitness.

Because use is increasing, staff felt a discussion at CLPS would be merited to consider how e-bikes integrate with other modes of transportation. Now is also a good time as the Village is developing a Bike and Pedestrian Master Plan. At the November CLPS meeting, staff thought we would open conversation and provide some background on e-bikes.

What is an electric bicycle (e-bike)? An electric bicycle is a type of motor bicycle with an electric motor used to assist momentum. It must also have pedals and be able to be operated under pedal power alone. E-bikes come in a variety of forms. The most common are pedal assist and power on demand. With pedal assist the electric motor is regulated by pedaling. The pedal-assist motor adds to the effort of the rider when they are pedaling. Attached is information from the Wisconsin Bike Fed regarding the three classes of e-bikes. Thirty-six states observe the three-class e-bike system. The information below pertains to the three classes of e-bikes – not to other motorized devices, such as scooters or dirt bikes.

A driver's license is not required for operation of an e-bike. However, no person under the age of 16 years may operate an electric bicycle (Class 3) with throttle power that reaches speeds up to 28 mph. Additionally, no title or registration is required of electric bikes.

Rules of the Road for E-bikes – E-bike operators follow essentially the same rules of the road as bicyclists. These are basically the same rules as for motor vehicle drivers as well. While some municipal ordinance may require it, Wisconsin laws does not require e-bike riders to wear helmets.

Can e-bike be used on State trails? Yes, Class 1 and Class 3 e-bikes are allowed on many bicycle trails but must observe a 15-mile-per-hour speed limit. E-bikes used without the motor engaged are allowed on all bicycle trails.

The Village has received concerns from residents about the speed and safe operation of e-bikes within the Village. Concerns have included speed of operation, helmet requirements, use of crosswalks and obeying traffic signage.

Attached are two examples of how other Wisconsin municipalities have addressed e-bikes in ordinance. At Monday's meeting some good starting questions to open discussion are included below:

1. How are e-bikes currently being used in the Village?
2. What specific problem or goal are we trying to address with e-bikes?

REQUEST FOR CONSIDERATION

3. What authority already exists under state law regarding e-bikes?
4. How will the ordinance be enforced and by whom?
5. How should the committee involve the public to gather input and educate if an ordinance would be adopted?

There are two questions on the Village's Bike and Pedestrian Master Plan Survey regarding electric devices. Once the survey closes, we can circle back with the results from these two questions.

Do you use any type of electric-assisted devices?

- Yes, I use an electric bike (E-Bike)
- Yes, I use an electric scooter
- Yes, I use an electric personal assistive mobility device
- Yes, I use an electric wheelchair
- Other (please specify)
- No, I do not use an electric assisted device

How comfortable are you with electric bicycles and other electric-assist devices on sidewalks and trails in Weston? (This question does not apply to electric wheelchairs)

- I am not comfortable at all with e-bikes on sidewalks and trails.
- I am neutral, I have no opinion.
- I am very comfortable with e-bikes on sidewalks and trails

We look forward to a starting a good discussion at Monday evening.

Attached Docs:

- **Wisconsin Bike Fed 3 Classes of E-bikes & General Safety Tips**
- **City of Onalaska Electric Bike Ordinance**
- **City of Two Rivers Electric Bike Ordinance**

Committee Action: TBD.

Fiscal Impact: TBD.

Recommendation: None.

Recommended Language for Official Action

I move to

E-BIKES

E-bikes are legally able to operate on any road in Wisconsin as of the passage of 2019 Wisconsin Act 34.

“Electric 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.

	3 CLASSES OF ELECTRIC BIKES		
	CLASS 1	CLASS 2	CLASS 3
PEDAL ASSIST	✓	✓	✓
THROTTLE	✗	✓	✗
MAX ASSISTED SPEED	20 MPH	20 MPH	28 MPH

E-BIKES ON TRAILS:

They are generally allowed in the same places a regular bike is. The Wisconsin DNR has some specific location rules for trails they manage. Always check the local laws before you ride in a new location.

ON WISCONSIN DNR MANAGED TRAILS:

Class 1 and Class 3 e-bikes are allowed on many bicycle trails, but must observe a 15 mph speed limit. No throttle usage is allowed. E-bikes used without the motor engaged are allowed on all bicycle trails.

SCAN HERE
for a list of the DNR managed trails that allow e-bikes:



GENERAL E-BIKE SAFETY TIPS:

Follow all rules of the road as you would on a regular bicycle.

▪ Take some time to **BECOME FAMILIAR WITH THE SPEED BURST** and settings of the motor.

▪ **PRACTICE GETTING ON AND OFF YOUR BIKE** before heading out. Heavier bikes can be more difficult to maneuver especially when moving at slow speeds or getting on or off them.

▪ **E-BIKES** are heavier than an “acoustic” bike and **MAY HAVE LONGER STOPPING DISTANCES.**

▪ **CHECK BATTERY LIFE BEFORE LEAVING.** Carry a charger with you if going on longer trips. Plan ahead and know where you can charge at.

▪ **COLD WEATHER CAN REDUCE BATTERY** life and power.

▪ **STORE AND CHARGE** your battery in a dry and temperature controlled environment.

▪ When putting your e-bike on a car rack **ENSURE THE RACK CAN HANDLE THE WEIGHT.** If there is an external or removable battery, take it off before transporting it.

▪ Buy your e-bike from a local bike shop. **NOT ALL SHOPS WILL SERVICE E-BIKES PURCHASED ONLINE.**

To ensure your bike is safe and locally serviceable, buy local.

▪ **READ** and follow all **MANUFACTURER’S GUIDANCE.**

City of Onalaska, WI
Monday, October 20, 2025

Title 10. Motor Vehicles and Traffic Code

Chapter 02. Bicycles, Skateboards, In-Line Skates and E-Bikes

Division 4. Electric Bikes

10.02.41. Definitions.

As used in this section, the following terms shall have the meanings indicated:

ELECTRIC BICYCLE

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:

A. CLASS 1 ELECTRIC BICYCLE

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.

B. CLASS 2 ELECTRIC BICYCLE

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.

C. CLASS 3 ELECTRIC BICYCLE

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.

10.02.42. Permitted users of electric bicycles.

- A. Operators of an electric bicycle must possess a valid driver's license, a special restricted operator's license or an instruction permit.

10.02.43. Registration required.

- A. Owners of electric bicycles shall register their electric bicycles under the same regulations for bicycles as set forth in Division 2, Section **10.01.21**.

10.02.44. Rules of road.

- A. The provisions of Chs. **346** and **347**, Wis. Stats., and applicable City ordinances shall govern the operation of electric bicycles, where appropriate.

10.02.45. Use of electric bicycles on sidewalks, City paths and crosswalks prohibited.

- A. **Electric bicycles are prohibited on City sidewalks, paths and crosswalks.** Electric bicycles operated without the motor on and using only human power may be used on any pathways allowing bicycles.

CHAPTER 8-3. - BICYCLES, E-BIKES, AND ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES

Footnotes:

--- (3) ---

Editor's note— Adopted by the city council of the City of Two Rivers (Title 8, Ch. 3, of the 1981 Code). Amendments noted where applicable. This chapter shall not apply to vehicles or devices used in accordance with the Americans with Disabilities Act or in regard to play vehicles as defined by Wisconsin Statute.

Sec. 8-3-1. - 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:

Bicycle. Every device propelled by the feet or hands acting upon pedals or cranks and having wheels, any two of which are not less than 14 inches in diameter. A bicycle for purposes of this chapter may have any number of wheels two or more.

Bicycle lane. That portion of a roadway set aside by the governing body of any city, town, village, or county for the exclusive use of bicycles, electric scooters, electric personal assistive mobility devices, or other modes of travel where permitted, absent gasoline power, and so designated by appropriate signs and pavement markings.

Bicycle patrol officer. A police officer patrolling by use of bicycle, electric scooter, electric personal assistive mobility device.

Bicycle way or public recreation trail. Any path or sidewalk or portion thereof where permitted, off roadway, or property owned or leased by the city where permitted, and designated for use by pedestrians, bicycles, electric scooters, and electric personal assistive mobility devices, or any other human or electric powered recreation, absent gasoline power, by the governing body of any city, town, village, or county.

Bike route. Any bicycle lane, bicycle way or highway which has been duly designated by the responsible governing body and identified by appropriate signs and markings.

Carrier. Any device attached to a bicycle, electric scooter, electric personal assistive mobility device designed for carrying articles.

E-bike or electric bicycle. Any 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:

- A. Class 1 electric bicycle is 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.

- B. Class 2 electric bicycle is 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.
- C. Class 3 electric bicycle is 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.

Electric personal assistive mobility device. A self-balancing, two-nontandem-wheeled device that is designed to transport only one person and that has an electric propulsion system that limits the maximum speed of the device to 15 miles per hour or less. "Segway" is an example of an electric personal assistive mobility device for purposes of this chapter.

Electric scooter. 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 a 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.

Identification tag. A metal plate or sticker indicating that a bicycle is registered.

Operator. Every person who drives or is in actual physical control of a device or vehicle as covered in this chapter.

Owner. A person, other than a lienholder, having the property in or title to a vehicle. The term includes a person entitled to the use and possession of a vehicle subject to a security interest in another person, but excludes a lessee under a lease not intended as security.

Pedestrian. Any person afoot or any person in a wheelchair, either manually or mechanically propelled, or other low-powered, mechanically propelled vehicle designed specifically for use by a physically disabled person.

Rental agency. A city authorized business offering rental or hire of bicycles, electric scooters, or electric personal assistive mobility devices to a third party for a limited time.

Right-of-way. The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other.

Roadway. That portion of a highway between the regularly established curb lines or that portion which is improved, designed, or ordinarily used for vehicular travel, excluding the berm or shoulder.

Sidewalk. That portion of a street between the curblines, or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

Vehicle. Every device in, upon or by which any person or property is or may be transported or drawn upon a highway.

(Ord. of 4-4-2022(1), § 1)

Sec. 8-3-2. - Registration of bicycles, e-bikes, electric scooters, and electric personal assistive mobility devices.

- A. *Registration required.* No person who resides within the City of Two Rivers shall operate or propel a bicycle, e-bike, electric scooter or electric personal assistive mobility device upon any public highway, public recreation trail, bicycle way or bicycle path within the city, or on property owned or leased by the city, which has not been duly registered and licensed as provided in this chapter. The owner shall apply for registration within ten days of purchase and delivery of the bicycle, e-bike, electric scooter or electric personal assistive mobility device. A rental agency shall not rent or offer any bicycle, e-bike, electric scooter or electric personal assistive mobility device, for rent unless registered and an identification tag is attached thereto as provided herein and such bicycle, e-bike, electric scooter or electric personal assistive mobility device has not been modified from the original manufacturer in such a way as to make said device unsafe.
- B. *How made.* Registration shall be made by filing with the police department on forms provided by the city, giving the name, address and date of birth of the owner and a complete description of the bicycle, e-bike, electric scooter or electric personal assistive mobility device, including the name of the manufacturer, style, model, serial number, and color. If the bicycle, e-bike, electric scooter or electric personal assistive mobility device has no serial number, the police department shall assign one.
- C. *Registration fee.* The fee for registration and license of a bicycle, e-bike, electric scooter or electric personal assistive mobility device shall be as provided for in chapter 1-2, fees, of this Code. Police patrol bicycles and other city owned vehicles or devices are exempt from this provision.
- D. *Identification tag.* The registering employee or officer shall issue to the registrant an identification tag. The identification tag shall be immediately affixed to the registered bicycle, e-bike, electric scooter or electric personal assistive mobility device, and shall be firmly attached to the bicycle, e-bike, electric scooter or electric personal assistive mobility device for which issued and kept visible and clean at all times. The identification tag shall permit the bicycle, e-bike, electric scooter or electric personal assistive mobility device to be operated upon the city streets, public recreation trail, bicycle path or bicycle way within the city, or on property owned or leased by the city.
- E. *Unsafe bicycles, e-bikes, electric scooters or electric personal assistive mobility devices not to be registered.* No bicycle, e-bike, electric scooter or electric personal assistive mobility device shall be registered which is in an unsafe mechanical condition.
- F.

Owner to register. The licensing authority shall not register any bicycle, e-bike, electric scooter or electric personal assistive mobility device which it knows or has reasonable grounds to believe is not owned by or lawfully in the possession of the applicant.

G. *Change of ownership.*

- (1) Within ten days after any bicycle, e-bike, electric scooter or electric personal assistive mobility device registered as provided herein is sold or transferred to a new owner, the new owner shall report such information to the police department and shall apply for and obtain the transfer of the registration through the police department. Within ten days after any bicycle, e-bike, electric scooter or electric personal assistive mobility device is dismantled or taken out of operation, the person in whose name the bicycle, e-bike, electric scooter or electric personal assistive mobility device is registered shall report such information to the police department. The Police Department shall thereupon cancel the registration of the bicycle, e-bike, electric scooter or electric personal assistive mobility device.
- (2) Every person who transfers the title of any bicycle, e-bike, electric scooter or electric personal assistive mobility device shall endorse upon the form provided by the city the name, address, and date of birth of the transferee, the date of the transfer and the identification tag number affixed to the bicycle, e-bike, electric scooter or electric personal assistive mobility device. The transferee, upon registration, shall pay a transfer fee as provided for in chapter 1-2, fees, of this Code. The bicycle, e-bike, electric scooter or electric personal assistive mobility device identification tag remains with the bicycle, e-bike, electric scooter or electric personal assistive mobility device and is not transferable to a different bicycle, e-bike, electric scooter or electric personal assistive mobility device.

(Ord. of 4-4-2022(1), § 2)

Sec. 8-3-3. - Responsibility of parent, guardian, or rental agency.

No parent or guardian of any child, or rental agency shall authorize or knowingly permit a child to violate any of the provisions of this chapter or of any ordinance or state law applicable to the registration or operation of bicycles, e-bikes, electric scooters or electric personal assistive mobility devices, and shall be responsible for the safety and maintenance of said device.

Disclaimer; liability.

- A. Any person, who owns, operates or rides upon a bicycle, e-bike, electric scooter or electric personal assistive mobility device on a city street, public recreation trail, bicycle path or bicycle way within the city, or on property owned or leased by the city, does so at that person's own risk and peril and assumes all liability resulting from the operation of the device. The city in no way shall be liable for accidents, injuries or death involving the operation of the device.

B. Rental agencies whom rent or offer any bicycle, e-bike, electric scooter or electric personal assistive mobility device, shall be insured for liability for property damage and personal injury by a reputable insurer satisfactory to the city. A certificate of insurance verifying insurance coverage shall be filed with the city with each application for registration or renewal. Such insurance shall provide for policy limits of at least \$1,000,000.00 for one person and \$1,000,000.00 for any number of persons injured or killed in one accident and \$100,000.00 property damage per incident. Additionally, it shall be agreed that the city is released from liability for any accidents involving the registered bicycle, e-bike, electric scooter or electric personal assistive mobility device and to indemnify and hold the city harmless from any claims arising from any such use.

(Ord. of 4-4-2022(1), § 3; Ord. of 7-6-2022(1), § 1)

Sec. 8-3-4. - Display of registration.

The identification tag issued under this chapter shall be affixed to the registered bicycle, e-bike, electric scooter or electric personal assistive mobility device so as to be plainly seen and read and shall remain so affixed until ordered removed by the police department for cause or until expiration of the registration. In the case of theft or loss of the identification tag, a replacement tag shall be issued upon payment of a fee as provided for in chapter 1-2, fees, of this Code.

(Ord. of 4-4-2022(1), § 4)

Sec. 8-3-5. - Exemption from registration.

Any nonresident of the city who has duly registered his/her bicycle, e-bike, electric scooter or electric personal assistive mobility device in another jurisdiction, or who resides in another jurisdiction which has no registration requirements, may operate his/her bicycle, e-bike, electric scooter or electric personal assistive mobility device in the city without obtaining local registration.

(Ord. of 4-4-2022(1), § 5)

Sec. 8-3-6. - Removal and alteration of identification tags.

A. *Removal prohibited.* No person shall remove an identification tag from a bicycle, e-bike, electric scooter or electric personal assistive mobility device during the period for which it is issued.

B. *Alteration prohibited.* No person shall alter or counterfeit any identification tag.

(Ord. of 4-4-2022(1), § 6)

Sec. 8-3-7. - Unclaimed or unidentified bicycles, e-bikes, electric scooters or electric personal assistive mobility devices.

All abandoned or unidentified bicycles, e-bikes, electric scooters or electric personal assistive mobility devices shall be delivered to the police department for storage, and all such bicycles, e-bikes, electric scooters or electric personal assistive mobility devices remaining in the hands of the police department after 60 days shall be sold at the next scheduled police auction.

(Ord. of 4-4-2022(1), § 7)

Sec. 8-3-8. - Operating rules.

No person operating a bicycle, e-bike, electric scooter or electric personal assistive mobility device upon any city street, public recreation trail, bicycle path or bicycle way within the city, or on property owned or leased by the city, shall fail to observe any applicable traffic regulations of the municipality and state or to comply with the following regulations:

- A. *Operator and passenger.* The manufacturer's recommended operator and seating capacity shall not be exceeded. Bicycle operators shall not use a bicycle to carry another person in excess of manufacturer's recommended capacity; however, a bicycle operator may carry or transport a child seated in an auxiliary child's seat or trailer designed for attachment to a bicycle if the seat or trailer is securely attached to the bicycle according to the directions of the manufacturer of the seat or trailer. No child under age 16 may operate a class 3 electrical bicycle and no class 3 electrical bicycle may be operated on any public recreation trail, bicycle path or bicycle way within the city, or on property owned or leased by the City, except upon any city street.
- B. *Stunt or trick riding.* No person operating a bicycle, e-bike, electric scooter or electric personal assistive mobility device shall participate in any trick or stunt riding or racing on any city street, public recreation trail, bicycle path or bicycle way within the city, or on property owned or leased by the city, unless such race or contest is held pursuant to permission granted by the authority having jurisdiction over the highway, or with the express written consent of the city council.
- C. *Towing.* No person riding or operating a bicycle, e-bike, electric scooter or electric personal assistive mobility device shall tow, drag or cause to be drawn behind the bicycle, e-bike, electric scooter or electric personal assistive mobility device, any person on roller skates, coaster sled, or any other type of conveyance not designed to be towed by a bicycle, e-bike, electric scooter or electric personal assistive mobility device.
- D. *Obedience to traffic control devices.* Any person operating a bicycle, e-bike, electric scooter or electric personal assistive mobility device shall obey the instructions of all official traffic control devices unless otherwise directed by a law enforcement officer.
- E. *Stopping, turning and signaling.*

- (1) *Signal required.* No bicycle, e-bike, electric scooter or electric personal assistive mobility device operator shall suddenly stop, slow down, or turn without giving proper signal, or when the vehicle or device is not equipped with traffic signals by the manufacturer, an arm signal is required by state law for the operation of vehicles or devices on roadways. No person shall turn a bicycle, e-bike, electric scooter or electric personal assistive mobility device into an intersection unless the bicycle, e-bike, electric scooter or electric personal assistive mobility device is in proper position upon the roadway or turn to enter a private roadway or driveway unless the bicycle, e-bike, electric scooter or electric personal assistive mobility device is in proper position on the roadway as required or suddenly turn a bicycle, e-bike, electric scooter or electric personal assistive mobility device upon a roadway unless and until such movement can be made with reasonable safety. If other traffic may be affected by such movement, no person shall so turn any bicycle, e-bike, electric scooter or electric personal assistive mobility device without giving an appropriate signal in the manner provided. Such signal shall be given continually during not less than 50 feet before turning. When given by arm and hand signals, such signals shall be given from left side of bicycle, e-bike, electric scooter or electric personal assistive mobility device in the following manner and shall indicate as follows:
 - (a) Left turn: hand and arm extended horizontally.
 - (b) Right turn: hand and arm extended upward.
 - (c) Stop or decrease speed: hand and arm extended downward.
- (2) *Prohibited turns.* Whenever a uniform traffic control device indicates that no right or left turn or U-turn is permitted, no person operating a bicycle, e-bike, electric scooter or electric personal assistive mobility device shall disobey the direction of such device, except after dismounting from the bicycle, e-bike, electric scooter or electric personal assistive mobility device to make such turn, in which event said person shall then obey the regulations, ordinances and laws applicable to pedestrians.
- (3) *Right turns.* Every person operating a bicycle, e-bike, electric scooter or electric personal assistive mobility device intending to turn to the right at an intersection, alley, or driveway shall approach the turning point in the line of traffic nearest the right-hand curb of the street.
- (4) *Left turns.* Every person operating a bicycle, e-bike, electric scooter or electric personal assistive mobility device intending to turn left at an intersection or to enter an alley or driveway shall approach the point of turning in that lane farthest to the left which is lawfully available to traffic moving in the direction of travel of the bicycle, e-bike, electric scooter or electric personal assistive mobility device about to turn left, unless otherwise directed by official traffic control devices. At intersections where traffic is moving in the opposite direction, if it is not safe for the operator to make a left turn as above-described,

he or she shall stay in the right-hand lane and drive to the opposite corner, dismount and walk the bicycle, e-bike, electric scooter or electric personal assistive mobility device to the left-hand corner and proceed. A bicycle, e-bike, electric scooter or electric personal assistive mobility device operator may also make a left turn by driving to the opposite corner and then turning left and driving in a normal driving position.

(5) *Use of crosswalks.* Crosswalks shall be used when walking a bicycle, e-bike, electric scooter or electric personal assistive mobility device through an intersection.

- F. *Speed.* No person shall operate a bicycle, e-bike, electric scooter or electric personal assistive mobility device at a speed greater than is reasonable and prudent under existing conditions or in excess of any posted speed limit. No person may operate a bicycle, e-bike, electric scooter, electric personal assistive mobility device, or other vehicle off roadway but on property owned by the city, including but not limited to city parks and public recreation trails, in excess of 15 mph.
- G. *Clinging to moving vehicles.* It shall be unlawful for any person riding upon a bicycle, e-bike, electric scooter or electric personal assistive mobility device to cling or attach themselves to any moving vehicle.
- H. *Single file riding.* Every person when operating a bicycle, e-bike, electric scooter or electric personal assistive mobility device on a public highway shall ride such bicycle, e-bike, electric scooter or electric personal assistive mobility device in a single file and at no time shall ride two or more abreast.
- I. *Racing.* No person operating a bicycle, e-bike, electric scooter or electric personal assistive mobility device shall participate in any race, speed or endurance contest with another bicycle, e-bike, electric scooter or electric personal assistive mobility device or with any other vehicle on a city street, public recreation trail, or on property owned or leased by the city, except in connection with a special event upon permission granted by the city council after a report by the chief of police.
- J. *Removal of hands from handlebars.* No person operating a bicycle, e-bike, electric scooter or electric personal assistive mobility device shall remove both hands from handlebars or feet from pedals nor practice any fancy or acrobatic riding or stunts in the operation of said bicycles, e-bikes, electric scooters or electric personal assistive mobility devices.
- K. *Lights; reflectors.* No person may operate a bicycle, e-bike, electric scooter or electric personal assistive mobility device upon a highway, bicycle lane or bicycle way during hours of darkness unless such bicycle, e-bike, electric scooter or electric personal assistive mobility device is equipped with or the operator is wearing a lamp emitting a white light visible from a distance of at least 500 feet to the front of such bicycle, e-bike, electric scooter or electric personal assistive mobility device. Such bicycle, e-bike, electric scooter or electric personal assistive

mobility device shall also be equipped with a red reflector that has a diameter of at least two inches of surface area on the rear, so mounted and maintained as to be visible from all distances from 50 to 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to, but not in lieu of, the red reflector.

- L. *Operation on roadway edge.* The rider of a bicycle, e-bike, electric scooter or electric personal assistive mobility device shall ride as near as practicable to within five feet of the right-hand curb or edge of the roadway, except when passing another vehicle or in making a left-hand turn in an intersection.

(Ord. of 4-4-2022(1), § 8)

Sec. 8-3-9. - Parking.

No person shall park any bicycle, e-bike, electric scooter or electric personal assistive mobility device against windows or in the main traveled portion of any sidewalk or highway nor in such manner as to constitute a hazard to pedestrians, traffic or property. If there is no bicycle rack or other facility intended to be used for the parking of bicycles, e-bikes, electric scooters or electric personal assistive mobility devices in the vicinity, the operator may park a bicycle, e-bike, electric scooter or electric personal assistive mobility device on the sidewalk in the upright position parallel to and within 24 inches of the curb.

(Ord. of 4-4-2022(1), § 9)

Sec. 8-3-10. - Operation on sidewalks.

- A. No person shall operate any bicycle, e-bike, electric scooter, or electric personal assistive mobility device on any sidewalk within the city, except bicycles operated by children 12 years or less, or bicycles operated by a responsible person over the age of 12 accompanying a child 12 years or less, or bicycles being operated by a police bicycle patrol officer or other city vehicle operating within the performance of city duties. Every person operating a bicycle upon a sidewalk shall yield the right-of-way to any pedestrian and shall exercise due care and give an audible signal when passing a bicycle, electric scooter, or electric personal assistive mobility device rider or a pedestrian proceeding in the same direction.
- B. Bicycles, e-bikes, electric scooters, or electric personal assistive mobility devices may be operated on bridge sidewalks but shall maintain the right-of-way to pedestrians and shall exercise due care and give an audible signal when passing a bicycle, electric scooter, or electric personal assistive mobility device rider or a pedestrian proceeding in the same direction.
- C. Notwithstanding subsection A. hereof, the city council may, by motion or resolution, permit the operation of bicycles, e-bikes, electric scooters, or electric personal assistive mobility devices on designated sidewalks of the city, in its discretion, when it believes permitting such operation is

appropriate and consistent with public health and safety. Copies of any such resolution or motion shall be maintained at the office of the city clerk and shall be available for public inspection during normal office hours. Such permission shall be subject to signage or other requirements imposed by applicable law.

(Ord. of 4-4-2022(1), § 10; Ord. No. 2022-189, § 1, 10-17-2022)

Sec. 8-3-11. - Violations and penalties.

Any person who shall violate any of the provisions of this chapter shall be punished by any of the following methods, subject to the requirements of state law:

- A. Any person over the age of 12 who violates any provision of this chapter shall be subject to the following penalties:
- (1) First offense penalty shall forfeit not less than \$5.00 nor more than \$1,500.00.
 - (2) Second offense penalty shall forfeit not less than \$10.00 nor more than \$1,500.00.
 - (3) Third offense penalty shall forfeit not less than \$20.00 nor more than \$1,500.00.

(Ord. of 4-4-2022(1), § 11)

REQUEST FOR CONSIDERATION

Public Mtg/Date: CLPS, November 3, 2025

Description: Discussion and/or action on the Village of Rothschild's request for reduction in speed (from 35 mph to 25 mph) on Alderson Street, from Weston Avenue to Edgewood Avenue

From: Jami Gebert, Administrator

Question: Should the speed limit be reduced on a section of Alderson Street from 35 mph to 25 mph?

Background

The Village of Rothschild has requested a speed reduction on Alderson Street from Weston Avenue to Edgewood Avenue. This section of Alderson Street is a shared jurisdiction roadway, bordering between Weston and Rothschild.



Figure 1: Overview of Alderson Street section

As noted in the prior agenda item requesting a speed reduction, from the Wisconsin DOT (WisDOT) website, *"Modified speed limits are typically established on roadways where the statutory speed limit or existing limit is no longer appropriate due to a change in land use, access, traffic volumes or number of crashes or crash potential along a roadway. ... All speed limits in Wisconsin must be based on an engineering and traffic investigation. If a speed limit modification is proposed to lower (or raise) a posted speed limit to meet statutory speed limits, an engineering and traffic investigation should document this decision. Statutory limits are established to ensure that every roadway has a speed limit, but decisions on adjusting speed limits should consider the roadway's context, function and existing driving behaviors to determine the appropriate and safe speed. Setting speed limits without consideration of these factors may lead to compliance and safety issues without significant interventions (e.g., design changes, heavy enforcement)."*

Under WisDOT regulations, the Village may lower a speed limit 10 mph after completing an engineering and traffic investigation without WisDOT approval. As the request originated with the Village of Rothschild, staff did ask for their documentation related to the speed reduction. Any materials received from the Village of Rothschild will be attached and/or provided at the meeting. The Village of Rothschild has already changed the speed limit signage along the roadway, which is in the Village of Weston's jurisdiction, thus prompting the conversation.

REQUEST FOR CONSIDERATION

The speed limit to the north of Weston Avenue on Alderson Street is 25 mph, to the east of Weston Avenue and Alderson Street is 35 mph, and to the west is 25 mph. A roundabout was added to the intersection of Weston Avenue and Alderson Street last summer. Staff want to coordinate with the Village of Rothschild but do feel an engineering and traffic investigation are required prior to speed reduction per the WisDOT requirements. Per WisDOT, the study should include an evaluation of roadway environment and characteristics, assessment of geographic context, review of crash information, and measurement of prevailing speeds. If after the engineering and traffic investigation it was felt a speed reduction was warranted, our municipal ordinance would also need to be updated, https://weston.municipalcodeonline.com/book?type=ordinances#name=ARTICLE_82-VI_SPEED_LIMITS.

Attached Docs: **Village of Rothschild Public Comments from meeting minutes regarding speed issues on Weston Ave/Alderson St. intersection.**

2025

August 25th <https://cms8.revize.com/revize/rothschild/8-25-2025%20VBM%20-%20Minutes.pdf?t=202509091538190&t=202509091538190>

June 9th <https://cms8.revize.com/revize/rothschild/6-9-2025%20VBM%20-%20Minutes.pdf?t=202506271016140&t=202506271016140>

April 14th <https://cms8.revize.com/revize/rothschild/4-14-2025%20VBM%20-%20Minutes.pdf?t=202505061552390&t=202505061552390>

January 13th <https://cms8.revize.com/revize/rothschild/1-13-2025%20VBM%20-%20Minutes.pdf?t=202501281040530&t=202501281040530>

2024

December 9th <https://cms8.revize.com/revize/rothschild/12-9-2024%20VBM%20-%20Minutes.pdf?t=202501150847390&t=202501150847390>

Village of Rothschild Speed limit ordinance change

Agenda item 11 – <https://cms8.revize.com/revize/rothschild/9-8-2025%20VBM%20-%20Minutes.pdf?t=202509231107080&t=202509231107080>

Committee Action: **TBD.**

Fiscal Impact: **TBD.**

Recommendation: **None.**

Recommended Language for Official Action

I move to direct staff to coordinate with _____ for the completion of engineering and traffic investigation and any cost should be _____.

Or, something else . . .
