



City of Lake Geneva, 626 Geneva St, Lake Geneva, WI 53147- 262.248.3673- www.cityoflakegeneva.gov

**PUBLIC WORKS COMMITTEE **AMENDED** AGENDA  
MONDAY, AUGUST 25, 2025 - 4:00 PM  
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (MAIN LEVEL)**

**Members:**

Chairperson - Cathy Stoodley; Members - JaNelle Powers, Mary Jo Fesenmaier, Linda Frame, and Joel Hoiland.

1. Call to Order
2. Roll Call
3. Comments from the public limited to 5 minutes, limited to items on this agenda
4. Approval of the minutes from July 28, 2025
5. Written Staff Reports:
  - a. Director of Public Works Report
  - b. Street Superintendent Report
  - c. Parking Manager Report
  - d. Engineer Report
6. Discussion/Recommendation regarding declaring items from DPW for Wisconsin Surplus (DPW)
  - John Deer 544 Wheel Loader-Replaced 2025
  - SnoGO Snow Blower-Replaced 2025
7. Update regarding Highway 50 Project
8. **Review of potential Traffic Control Device Policy and Resolution (Hoiland)**
9. Discussion/Recommendation regarding curb ramping (Fesenamier)
10. Discussion/Recommendation regarding crosswalks (Fesenmaier)
11. Discussion/Recommendation regarding Speed Bumps in Streets (Fesenamier)
12. Adjournment

*No official Council action will be taken; however, a quorum of the Council may be present.  
Requests from persons with disabilities who need assistance to participate in this meeting should be made to the City Clerk's office in advance, so the appropriate accommodations can be made.*



**CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE MINUTES  
MONDAY, JULY 28, 2025 - 4:00 PM  
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (MAIN LEVEL)**

Members: Chairperson - Cathy Stoodley; Members - JaNelle Powers, Mary Jo Fesenmaier, Linda Frame, and Joel Hoiland.

Call to Order by Chairperson Stoodley at 4:00 pm.

Roll Call - Present: Cathy Stoodley, JaNelle Powers, Mary Jo Fesenmaier & Joel Hoiland. Absent: Linda Frame. Others present: Mayor Todd Krause, Alderpersons Sherri Ames & Cindy Yager, City Administrator Dave De Angelis, City Clerk Lacey L. Reynolds, DPW Director Tom Earle, DPW Superintendent Neil Waswo, City Engineer Bridget Barry and other interested persons.

Comments from the public limited to 5 minutes, limited to items on this agenda. Andrea Christian spoke regarding item 5 and handed out packets to the committee members. Sherri Ames spoke regarding item 5c, 6 & 11. Peggy Schneider spoke regarding items 11 & 5. Cindy Yager spoke regarding items 11 & 6.

Approval of the minutes from June 23, 2025. Motion by Powers to approve, second by Hoiland. Voice vote, approved, motion carried.

**Staff Reports:**

Director of Public Works Report - Discussion took place regarding various topics in the report.

Street Superintendent Report - Discussion took place regarding the report.

Parking Manager Report - Discussion took place regarding various topics in the report.

Engineer Report - Discussion took place regarding various topics in the report.

Discussion/Recommendation regarding the installation of regulatory signs throughout the City (Hoiland). Motion by Fesenmaier to continue to the August meeting, second by Powers. Voice vote, approved, motion carried.

Discussion/Recommendation regarding Paid Parking Dates (Fesenmaier/Parking Manager). Motion by Fesenmaier to recommend to FLR to change to the last Wednesday in January, second by Stoodley. Voice vote, 3-approved, 1-no (Powers), motion carried.

Discussion/Recommendation regarding Approval of Payment request No. 5 from Wolf Paving for the 2024 Lake Geneva Street Program (Kapur). City Engineer Bridget Barry reported this item was supposed to be pulled from the agenda. Barry added Kapur no longer recommends approval and asked no action can be taken on this item.

~~Discussion/Recommendation regarding Approval of payment request No. 1 from Wolf Paving for the 2025 Lake Geneva Street Program (Kapur)~~

Discussion/Recommendation regarding Approval of Kapur Task #47 SISP Townline and Edwards Signal Design and Construction Engineering for \$124,996.00 (Kapur). City Engineer Bridget Barry reviewed the process and timeline. Discussion took place. Motion by Hoiland to approve and send to FLR, second by Fesenmaier. Voice vote, approved, motion carried.

Future Agenda Items: Stop sign warrant on Dodge/Broad St will be on the August agenda. Other recommended items: crosswalks downtown, curb ramp standards, speed bumps on city streets.

Adjournment - Motion by Hoiland to adjourn, second by Powers. Voice vote, approved, motion carried. Adjourned at 5:42 pm.

Lacey L. Reynolds, City Clerk

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**To:** Public Works Committee  
**From:** Tom Earle, Director of Public Works  
**RE:** July 2025 Director's Report

## **PUBLIC WORKS OFFICE & ADMINISTRATION**

### **DOT.**

- Discuss Hwy 50 with LGUC and WisDOT several times, ongoing.
- Research existing documents regarding Main St construction. Ongoing
- Meet with Driehaus Foundation regarding Driehaus Plaza rehab several times.
- Research MOU's with State and County regarding STH 120. Ongoing
- Meet with WisDOT regarding Hwy 120. Ongoing. Discuss possible signal and walks, SSIP Grant (approved)

### **DPW**

- Meet with WalCo DPW regarding CTH H, George St., ongoing
- Meet regarding spillway lighting, ongoing
- Attend DPW seminar in Waukesha.
- Currently working on CIP projects. Oak Hill Chapel Roof. Chapel windows. 1070 Carey Lighting, etc. Sexton shed. Roof should start week of Aug 25. Windows have been ordered.
- Balcony for fuel delivery, monitoring issue begun, CIP, RFP soon. Meet with DOR.
- Meet with designer/engineer on salt shed addition. Project projected start date 22 Sept.
- Begin RFP for 1065 Carey OH doors. Waiting on approval from Admin.
  
- Begin CIP project of remodeling break room for DPW Staff. Floors and ceiling complete, HVAC and electric about 90% (complete), cabinets being prepared for install. (summer rush) Plumbing completed
- Review ROW permits, meet with B&Z.
- Daily activities, signage, roads, salt allocation, salt application seminars, etc. Signage issues around town.
- Meet with Geneva Town regarding Center St., Forest St.

### **Cemeteries**

- Oak Hill dump area being addressed, several patches completed. Survey complete. Working on logistics, roadways are a concern with heavy trucks.
- Attend Cemetery Board in June. Updates on project, Kapur working on task order for Cemetery Board. Approved, starting engineering.
- Several issues at Oak Hill are being resolved and ongoing. Many ownership issues lately, assisted numerous families for ownership issues. This is ongoing and ramping up.
- Address past errors in record keeping at Oak Hill, ongoing. Many new issues found.



## Superintendent August Operational Report

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### Streets

Superintendent has been working with a contractor for some storm drain replacement

I have been working with city Engineer on the 2025 street program.

Crews are out painting yellow curbs.

Sweepers have been out 5 days a week cleaning the downtown and residential areas.

Staff have been replacing street signs and traffic signs.

DPW office have been getting a lot of visitors for the brush drop off.

Staff have been out repairing some streetlights.

### Parks

The City Hall irrigation system had some repairs done.

Staff have been repairing and replacing benches downtown and in the Parks.

Crews are out every week mowing, weed eating the parks and green spaces.

Parks have been very busy; shelter reservations and tournaments

### Forestry

Crews have been clearing and removing brush and debris in Hillmoor

Staff have been attending online Trainings.

The crew is out trimming trees.

### Riviera

Very busy, we have hosted 7 events in the month of July.

Elevator inspection has been completed.

Working on refinishing the exterior doors.



# City of Lake Geneva

Department of Public Works

1065 Carey St.

Lake Geneva, WI 53147

262.248.6644

## **Daily Operations:**

- Filling potholes.
- Cleaning and inspecting Storm drain inlets
- Utility locates daily
- Downtown garbage pick-up Mondays, Wednesdays, Fridays, Saturdays and Sundays.
- Equipment repairs
- Emptying garbage cans in parks 5 days a week

**Parking Operations Report August 2025**

**Current Parking Permits:**

- 6,459 (5,974 Resident – 267 WalCo Resident - 218 Business)
- 32/40 Parking Lot Permits

**2025 Revenue:**

Month	Parkmobile-App	Flowbird-Kiosks
2025-01	\$ -	\$ 1,016.72
2025-02	\$ 59,369.00	\$ 89,258.76
2025-03	\$ 69,120.00	\$ 105,650.17
Total Q1	\$ 128,489.00	\$ 195,925.65
	Q1 Grand Total	\$ 324,414.65
2025-04	\$ 65,362.00	\$ 101,188.91
2025-05	\$ 122,054.00	\$ 187,317.80
2025-06	\$ 156,953.00	\$ 270,242.27
Total Q2	\$ 344,369.00	\$ 558,748.98
	Q2 Grand Total	\$ 903,117.98
2025-07	\$ 200,932.00	\$ 314,618.55
2025-08	\$ 125,589.00	\$ 199,898.43
2025-09	\$ -	\$ -
Total Q3	\$ 326,521.00	\$ 514,516.98
	Q3 Grand Total	\$ 841,037.98

**2024 Revenue for Comparison:**

Month	Parkmobile-App	Flowbird-Kiosks
2024-01	\$ -	\$ 97.00
2024-02	\$ 67,431.00	\$ 126,532.78
2024-03	\$ 60,018.50	\$ 113,719.92
2024-04	\$ 64,882.00	\$ 118,852.59
2024-05	\$ 110,678.50	\$ 199,156.91
2024-06	\$ 153,494.50	\$ 288,422.88
2024-07	\$ 180,583.00	\$ 332,667.45
2024-08	\$ 170,377.00	\$ 321,336.20
2024-09	\$ 117,130.00	\$ 230,428.99
2024-10	\$ 103,868.50	\$ 203,696.06
2024-11	\$ 38,060.50	\$ 52,493.68
2024-12	\$-	\$ 17.70
Total YTD	\$ 1,066,523.50	\$ 1,987,404.46

**Citations to date:**

Issued:25,958

Paid:16,411

Dismissed: 4,952

Sent to Collection: 782

Warning: 130

In Dispute: 82

Outstanding: 3,220

Information pulled 8/19/2025

## Ongoing Plan for 2025:

- Staffing
  - 2 returning for college in mid-late August.
  - 1 new PEO hired. Training August 18-24
- Sign Survey-
  - Identification of areas requiring more signs or signposts
    - Lake Shore Drive
    - Compact Spaces on Cook St-need signposts
  - Compact Car signs-review language to include description
- Staff discussion of No Parking Zone on Broad Street at Geneva Theatre
  - Discussion ongoing with Fire Department
- Ongoing participation in Hwy 50 Construction Task Group
- Begin Building Budget list for Enforcement Office Needs and Replacement List 2026

## 2025-Revenue Impact

- Winterfest Jan 29-Feb 2, Impact -\$6,360
- Sunday Parking Placards, Impact -\$44,280 (retail value)
- YMCA 5k April 26, Impact -\$640
- Lake Geneva Food Pantry, Mon-Wed-Fri 9am-11:30a, Impact -\$4320 (retail value)
- Farmer's Market, Thursday's May 1-Oct 30, Impact -\$11,016
- Concerts in the Park, Thursdays Jun 26-Aug 7, Impact -\$560
- MYA Concert, Jul 19, Impact -\$200
- Art in the Park Aug 8-Aug 10, Impact -\$12,810
- Venetian Festival Aug 12-Aug 18, Impact -\$39,120

## Upcoming Events/Waived Fees:

- The Lemonade Crawl, August 20, Impact -\$40
- Fat Tire Charity Ride, Sept 13, Impact -est \$1,000
- Walk to End Alzheimer's, Sept 20, Impact -\$400
- Dragon Days, Oct 3-5, Impact -est \$480
- Oktoberfest, TBD
- Shuttle-Events (Winterfest, Art in the Park, Venetian Fest, Oktoberfest) TBD

## 2024-Total Impact

- **-\$148,022 of Parking Revenue from Waiver of Parking Fees**



To: Public Works Committee  
From: Beth Gehris-Padro, Parking Operations Manager  
Date: August 18, 2025  
Re: City of Lake Geneva Department Placards

In answer to a request for information brought forward to the City Administrator by Alder Fesenmaier I am providing the following information regarding parking placards issued internally for use by either staff or people conducting business on behalf of the City.

Each City Department is allocated a specific number of parking placards, as determined by the respective Department Head or Manager. These placards are provided to contractors, volunteers, or staff members who are performing scheduled or contracted work and are not using a marked City vehicle. The total number of placards issued to date in 2025 is 61.

Some examples of who may receive placards include the Mayor, the Harbormaster, Riviera Security Guards, our Election Inspectors, Library volunteers, and more recently, contractors working with Safebuilt and Municipal Code Enforcement. Placards are also issued to the Utility Department, the Department of Public Works, and other specific offices as needed.

To ensure the program remains efficient and transparent, the Parking Operations Manager's office reviews the list of placard assignments with each Department Head once a year.

All of these placards are used on an as needed basis and are utilized for City Business only.

Placards are issued with restrictions to make sure they're being used appropriately. A few examples of these restrictions are:

Valid for parking at the Library only while participating in the Tax Partnership Program

Valid on date of Election at City Hall or other designated polling location only

Valid for parking at Riviera designated parking area only while conducting city business

Valid on date of Election at City Hall or other designated polling location only

Valid While Conducting City Business Only



## **Update of Hwy 50/Main St reconstruct. WisDOT.**

The reconstruction of WIS 50 through the City of Lake Geneva is on schedule to take place in 2027 and 2028. The project is split up into two segments; the “westerly segment” (Forest to Cook) is a reconstruction project while the “easterly segment” (Cook to Grand Geneva Way) is a resurfacing project. The timing of the segments has not been finalized at this time but it is anticipated the westerly segment will begin construction in 2027 and the easterly segment will start in 2028.

Per the City’s request, the WisDOT project will also incorporate the City’s water and sanitary improvements into the final plan set and Let with the WisDOTproject.

Upcoming milestones/events:

- Real estate acquisition has started
- Utility Coordination has started
- WisDOT to schedule constructability/staging work shop with City of Lake Geneva fall of 2025. This is anticipated to be a very small group with City engineers.
- Public information meeting #2 anticipated late 2025 or early 2026 (will have a meeting with Local officials and B.I.D. prior to PIM #2)

Thank you,

**Jason Dahlgren, PE**

Project Manager

WisDOT SE Region

Major Projects PDS-Unit 2

Cell: 414-750-3278

[jason.dahlgren@dot.wi.gov](mailto:jason.dahlgren@dot.wi.gov)



# Lake Geneva Utility Commission

## MUNICIPAL WATER AND WASTEWATER SERVICES

361 W Main Street  
P.O. Box 187  
Lake Geneva, WI 53147  
262-248-2311  
[www.lgutilitycommission.com](http://www.lgutilitycommission.com)

Dennis Lyon – President  
Josh Gajewski – Utility Director  
Jeff Ecklund – Water Superintendent  
Ken Bauman – Wastewater Superintendent

**TO:** Public Works Committee  
Tom Earle, DPW Director

**FROM:** Josh Gajewski, Utility Director

**DATE:** August 22, 2025

**SUBJECT:** STH 50/Main St. WisDOT Project – Utility Project Update

As requested, the following information provides a brief background on the subject project, as well as some forward-looking estimates for the next steps of the project.

Over the last 24 months, the Utility has been working in tandem with WisDOT to incorporate water and sanitary sewer utility improvements within the proposed project corridor.

The scope of the WisDOT project extends along STH 50/Main St. from Grand Geneva Way to Forest St. The utility improvements are focused between Country Club Dr./Wells St. and Broad St., along with the area between Warren St. and Forest St. Improvements include the replacement of water main, renewal of water services, replacement of sanitary sewer main, relaying of various portions of sanitary sewer laterals, and the installation of a road crossing casing for future sanitary sewer upgrades.

The Utility has been granted the ability to include our utility improvements within the scope of the WisDOT project, and we have prepared and submitted plans to WisDOT. The utility improvement plans have been reviewed by WisDOT's third-party engineering staff, and they have been incorporated into WisDOT's proposed highway improvement notification process.

Over the next 120 days, the draft project plans will be reviewed by other stakeholder utilities and adjacent municipal jurisdictions. After that period, the final push toward finalizing the project plans will commence.

Current estimates outline that the project will be bid in the fall of 2026, with construction of municipal utility improvements starting in the late winter or early spring of 2026-27. The sequence and progression of the project have not been finalized to date, but additional updates can be provided when it has been solidified.

Once the proposed highway improvement notification process has been completed, additional information should also be available that outlines the timelines for any improvements related to the non-municipal utility work that will be completed prior to the start of the WisDOT project.

## **Draft: Traffic Control Device Policy**

### **City of Lake Geneva, Wisconsin**

#### **Purpose**

The purpose of this policy is to establish a clear and consistent framework for the installation, maintenance, modification, and removal of traffic control devices on all city-owned streets, roads, sidewalks, crossings, and alleys. This policy ensures safety, efficiency, and compliance with applicable state and federal guidelines, including the *Manual on Uniform Traffic Control Devices (MUTCD)*.

#### **Definitions**

- **Traffic Control Device:** Any sign, signal, marking, or device placed on or adjacent to a street, road, sidewalk, crossing, or alley to regulate, warn, or guide traffic and pedestrians.
- **Qualified Study:** An engineering or traffic analysis conducted by city staff or an authorized consultant to determine the necessity of a traffic control device.
- **Temporary Device:** A short-term traffic control measure used for construction, special events, or emergencies.

#### **Policy Guidelines**

##### **1. Authority**

- The Common Council delegates the authority to install, modify, and remove traffic control devices to the Department of Public Works (DPW), City Engineer, and Police and Fire Departments, subject to Council oversight.
- All devices must comply with MUTCD and Wisconsin Department of Transportation (WisDOT) standards.

##### **2. Requests for Traffic Control Devices**

- Residents, businesses, or community groups may submit written requests for traffic control devices to the City Clerk.
- Requests must include justification, such as safety concerns, observed hazards, or traffic flow issues.
- A petition signed by at least **60% of directly affected residents** is required for requests involving neighborhood traffic calming (e.g., speed humps).

##### **3. Evaluation Process**

- The DPW and/or City Engineer will conduct a preliminary review to confirm feasibility.
- A qualified traffic study may be conducted to assess safety, traffic volumes, speeds, pedestrian usage, crash history, and roadway design.
- Recommendations will be presented to the Public Works Committee and forwarded to the Common Council for approval.

##### **4. Types of Devices Covered**

- **Signs:** Stop, yield, speed limit, pedestrian crossing, parking, alley entry restrictions.
- **Markings:** Crosswalks, lane lines, curb markings, bicycle lanes.
- **Signals:** Traffic lights, pedestrian signals, flashing warning devices.
- **Physical Devices:** Speed humps, bollards, curb extensions, raised crosswalks.

**5. Installation & Maintenance**

- Approved devices will be installed and maintained by DPW.
- Routine inspections will be conducted to ensure visibility, reflectivity, and compliance.
- Damaged or missing devices will be repaired or replaced promptly.

**6. Temporary Traffic Control Devices**

- For construction, parades, festivals, or emergencies, temporary devices may be authorized by the City Engineer or Police Department.
- Temporary devices must be removed once the event or need has ended.

**7. Removal or Modification of Devices**

- Devices found to be unnecessary, ineffective, or non-compliant may be removed or modified following a qualified review.
- Public notice and committee review are required before permanent removal.

**8. Enforcement**

- All traffic control devices installed under this policy are enforceable by city ordinance and Wisconsin state law.
- Violations may result in fines, penalties, or other legal actions.

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***Draft Resolution***

**RESOLUTION 2025-XX**

**A Resolution Adopting a Traffic Control Device Policy for the City of Lake Geneva**

WHEREAS, the City of Lake Geneva is responsible for ensuring the safety and efficiency of vehicular, pedestrian, and bicycle movement on all public streets, sidewalks, crossings, and alleys; and

WHEREAS, the Common Council recognizes the importance of a consistent policy to guide the installation, maintenance, and removal of traffic control devices in accordance with state and federal standards; and

WHEREAS, the adoption of a Traffic Control Device Policy will provide transparency, consistency, and accountability in responding to community requests and managing public infrastructure;

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Lake Geneva, Wisconsin, that the attached Traffic Control Device Policy is hereby adopted and shall govern all future decisions regarding traffic control devices within the City.

Adopted this \_\_\_ day of \_\_\_\_\_, 2025.

Mayor

City Clerk

## **Appendix A: Traffic Control Device Request Procedures**

### **1. Request Form**

All requests for new or modified traffic control devices must be submitted using the **City of Lake Geneva Traffic Control Device Request Form**.

#### **Required Information:**

- Applicant name, address, and contact information
- Location of requested device (street name, block, intersection, alley, or crossing)
- Type of device requested (sign, marking, signal, speed hump, etc.)
- Description of concern (safety issue, visibility problem, pedestrian need, traffic congestion, etc.)
- Supporting documentation (photos, traffic counts, crash reports if available)
- Petition signatures, if applicable

### **2. Petition Requirement**

For requests involving **traffic calming devices** (e.g., speed humps, raised crosswalks, bollards), a petition must accompany the request.

#### **Petition Guidelines:**

- At least **60% of residents or businesses** within the directly affected block(s) must sign in support.
- Petition must include printed names, addresses, and signatures.
- City Clerk will verify petition completeness before forwarding to the Public Works Committee.

### **3. Fee Schedule**

A non-refundable application fee is required to cover administrative and evaluation costs.

- **Standard Signage (stop, yield, speed limit, parking, warning signs):** \$50
- **Crosswalk or Pavement Markings:** \$75
- **Traffic Signals or Flashing Devices:** \$150
- **Traffic Calming Devices (speed humps, bollards, curb extensions, raised crosswalks):** \$200

*Fees may be waived by the Common Council in cases involving documented public safety hazards.*

### **4. Review Process**

1. **Submission** – Request and fee submitted to City Clerk.
2. **Initial Review** – DPW and City Engineer evaluate feasibility.
3. **Traffic Study** – If warranted, traffic counts, crash data, speed studies, or pedestrian usage surveys may be conducted.
4. **Recommendation** – Findings presented to the Public Works Committee.
5. **Council Action** – Final decision made by Common Council.

## **5. Timelines**

- Initial review: within 30 days of request.
- Traffic study (if required): within 90 days.
- Committee review: first available Public Works Committee meeting after staff review is complete.
- Council adoption: first available Common Council meeting following Committee recommendation.

## **6. Appeals**

Applicants may appeal a denial to the Common Council by submitting a written appeal within **30 days** of notification.

## **7. Maintenance Responsibility**

All approved devices will be installed and maintained by the **Department of Public Works**. Temporary traffic control devices for private events must be installed and removed at the applicant's expense unless otherwise authorized.

**66.0909 Curb ramping.**

[66.0909\(1\)](#)**(1)** The standard for construction of curbs and sidewalks on each side of a city or village street, or a connecting highway or town road for which curbs and sidewalks have been prescribed by the governing body of the town, city or village having jurisdiction, shall include curb ramping providing access to crosswalks at intersections and other designated locations. Curb ramping includes the curb opening, the ramp and that part of the sidewalk or apron leading to and adjacent to the curb opening. Any person constructing new curbs or sidewalks or replacing curbs or sidewalks within 5 feet of a legal crosswalk in any city street, village street, connecting highway or town road shall comply with the standards for curb ramping under this section.

**(3)** Curb ramps shall conform to the following requirements:

**(a)** Curb ramping shall be of permanent construction. The ramp shall be at least 40 inches wide. The sides of the ramp shall slope from the sidewalk or apron elevations to the ramp elevation with the widest portion of the side slope not less than 18 inches nor more than 24 inches wide at the curb. The ramp slope may not exceed one inch vertical to 12 inches horizontal from the flow line elevation of the curb. The curb opening shall be not less than 40 inches nor more than 80 inches wide at the flow line of the curb. The taper of the curb from the top of the curb to the flow line of the curb at the curb opening shall be not less than 18 inches nor more than 24 inches wide. The ramp shall be bordered on both sides and on the curb line with a 4-inch-wide yellow stripe or with brick of a contrasting color.

**(b)** Curb ramping shall be in one of the following locations, to provide access to each end of each crosswalk affected:

**1.** At the center of the curve of the street corner to accommodate crossing for either direction at the intersection. The entire curb corner may not be made into a ramp, but shall provide for standard sidewalk apron and curb on both sides of a ramp. Any safety zone marking required by ordinance shall be provided in the street or town road 40 inches out and parallel with the curb, joining with the standard safety pedestrian crossing markings in the street or town road;

**2.** If subd. [1.](#) is not feasible, centered on line with the crosswalk and pedestrian traffic and containing surface texturing to indicate clearly to the sense of touch that the surface differs from that of the sidewalk or street. The surface texturing shall consist of linear impressions one-fourth of an inch to three-eighths of an inch deep, oriented to provide a uniform pattern of

diamond shapes. The diamond shapes shall measure approximately 1 1/4 inches wide by 2 1/4 inches long, with the length of the diamond shape parallel to the direction of pedestrian movement. The diamond shapes shall be spaced one-fourth of an inch to three-eighths of an inch apart. This surface texture may be achieved by impressing and removing expanded metal regular industrial mesh into the surface of the ramp while the concrete is in a plastic state; or

**3.** If both subds. [1.](#) and [2.](#) are not feasible, at a suitable location as near to the crosswalk as practicable. Any safety zone markings required by ordinance shall be provided in the street or town road 40 inches out and parallel with the curb, joining with the standard safety pedestrian crossing markings in the street or town road.

**(5)** The district attorney, on his or her own motion or upon the complaint of any person, may bring an action in circuit court to enforce this section.

[66.0909\(6\)](#)**(6)** If any person constructs a new or replacement sidewalk or curb, other than the town, city or village with jurisdiction over the curbs or sidewalks, the town, city or village shall inform the person of the requirements of this section. The town, city or village may agree to construct, or bear the cost of constructing, curb ramping required to provide access to sidewalks opposite the new or replacement curb or sidewalk.

**History:** [1971 c. 283](#); [1973 c. 98, 243](#); [1977 c. 29](#) s. [1654 \(3\)](#); [1979 c. 272](#); [1991 a. 32](#); [1999 a. 150](#) s. [543](#); Stats. 1999 s. 66.0909.

# Conventional Crosswalks

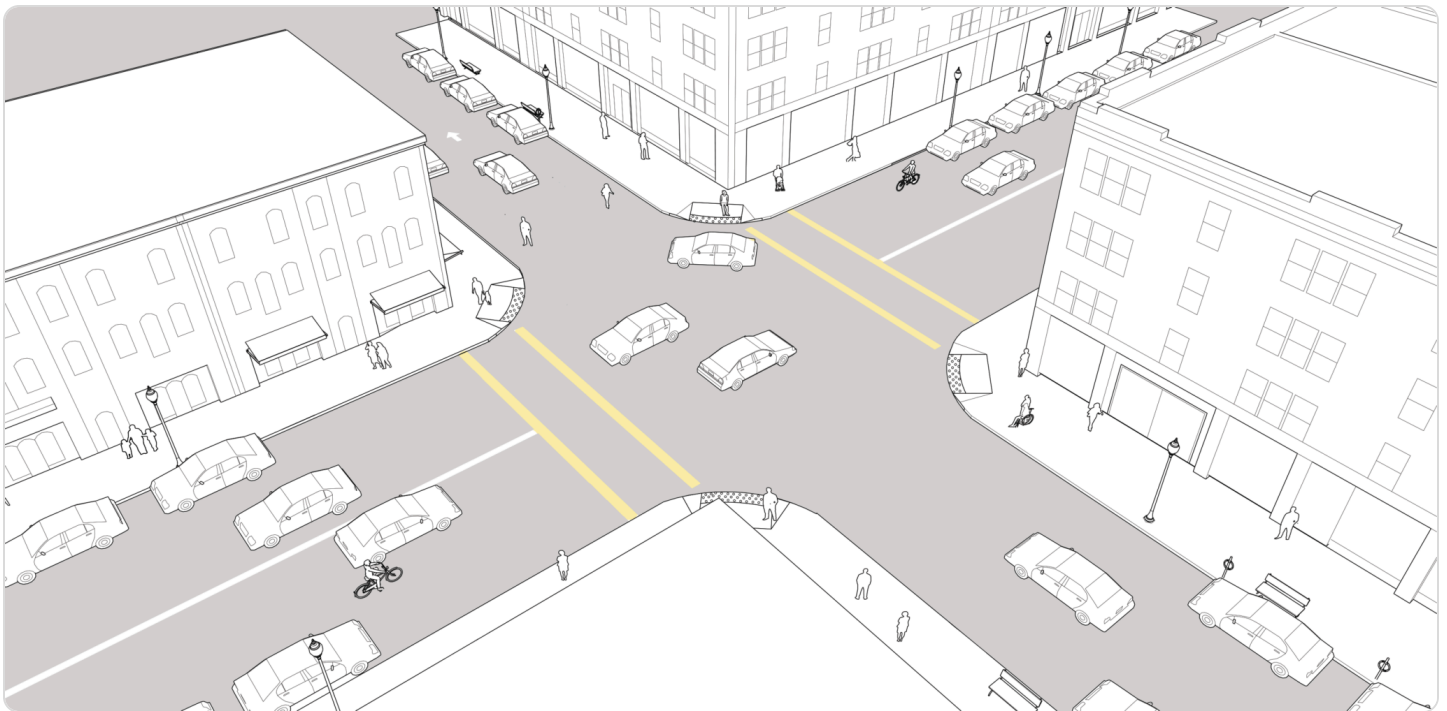
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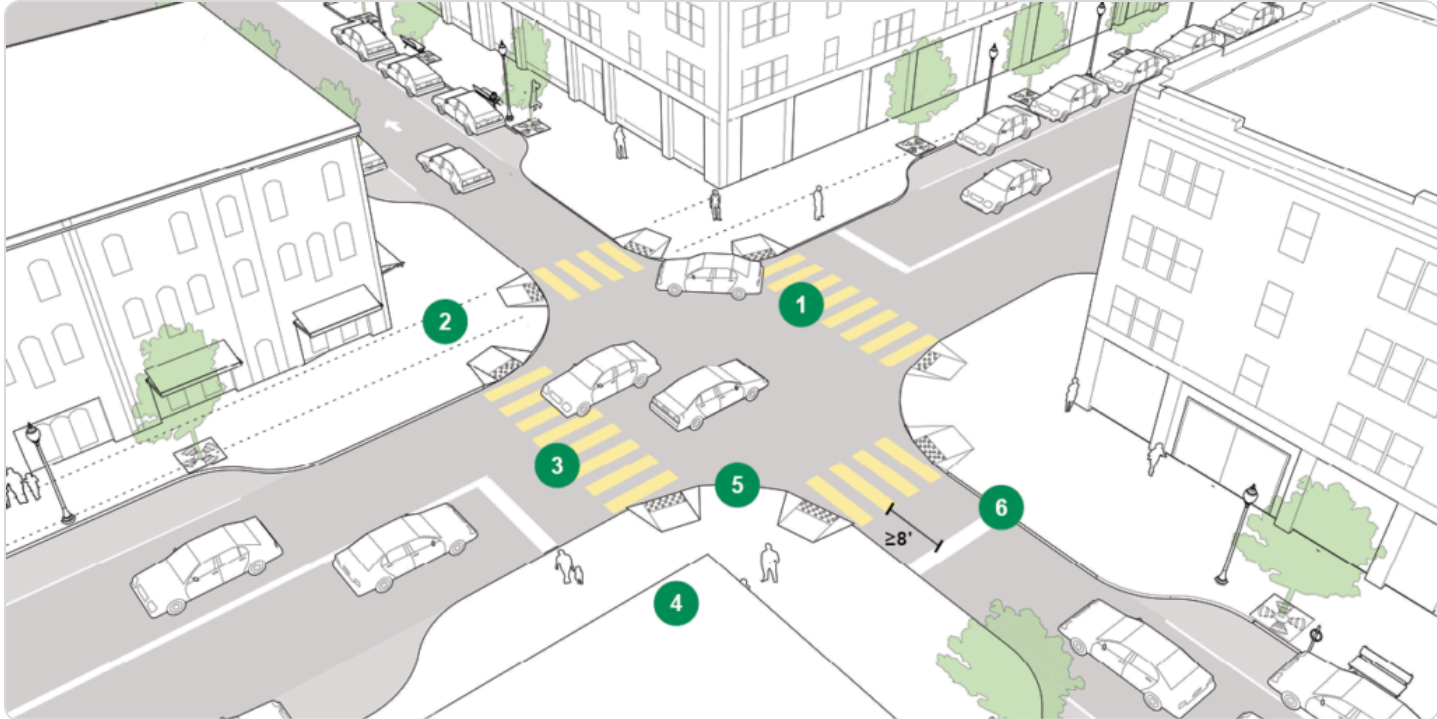


Purchase

Crosswalks should be designed to offer as much comfort and protection to pedestrians as possible. Historically, many crosswalks were designed using inadequate, narrow striping, setbacks, deviations from the pedestrian walkway, and considerable crossing distances. Intersection crossings should be kept as compact as possible, facilitating eye contact by moving pedestrians directly into the driver's field of vision.



Existing

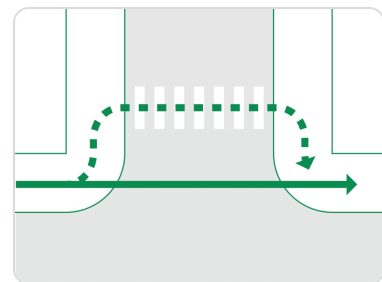


**Reconstruction**

# Critical

1 Stripe all signalized crossings to reinforce yielding of vehicles turning during a green signal phase. The majority of vehicle-pedestrian incidents involve a driver who is turning.

2 Stripe the crosswalk as wide as or wider than the walkway it connects to. This will ensure that when two groups of people meet in the crosswalk, they can comfortably pass one another. Crosswalks should be aligned as closely as possible with the pedestrian through zone. Inconvenient deviations create an unfriendly pedestrian environment.



3 High-visibility ladder, zebra, and continental crosswalk markings are preferable to standard parallel or dashed pavement markings. These are more visible to approaching vehicles and have been shown to improve yielding behavior.

Street lighting should be provided at all intersections, with additional care and emphasis taken at and near crosswalks.

4 Accessible curb ramps are required by the Americans with Disabilities Act (ADA) at all crosswalks.



## Recommended

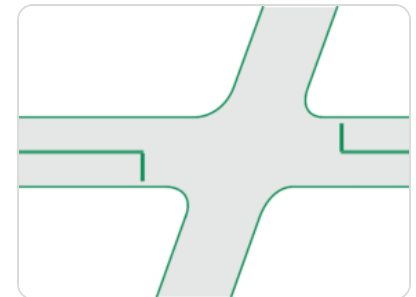
- 5 Keep crossing distances as short as possible using tight corner radii, curb extensions, and medians. Interim curb extensions may be incorporated using flexible posts and epoxied gravel.

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- 6 An advanced stop bar should be located at least 8 feet in advance of the crosswalk to reinforce yielding to pedestrians. In cases where bicycles frequently queue in the crosswalk or may benefit from an advanced queue, a bike box should be utilized in place of or in addition to an advanced stop bar.

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Stop bars should be perpendicular to the travel lane, not parallel to the adjacent street or crosswalk.



## Optional

Right-turn-on red restrictions may be applied citywide or in special city districts and zones where vehicle pedestrian conflicts are frequent. Right-turn-on-red restrictions reduce conflicts between vehicles and pedestrians.



NACTO connects and mobilizes North American cities and transit agencies toward safe, sustainable, and accessible transportation.

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# 2 Things You Don't Know About Crosswalks

You probably don't think about crosswalks often, maybe only when you approach one in your vehicle or when you have to use one. Surprisingly, there is a lot that goes into the placement, design and function of a crosswalk. With summer here, you may be walking and riding your bike with your family more, so we thought we would break down some important facts about crosswalks for you.



## 1. There are different types of crosswalks.

When using a crosswalk or approaching one in your vehicle, it's important to know the differences. There are several different types of crosswalks, but in the US, most crosswalks are either a zebra crosswalk or a parallel crosswalk. Each type signals to pedestrians and drivers a different process for use.

**Parallel Crosswalk:** A parallel crosswalk gets its name based on how it looks. This crosswalk is made of two simple but essential parallel lines that indicate where the pedestrian should walk.

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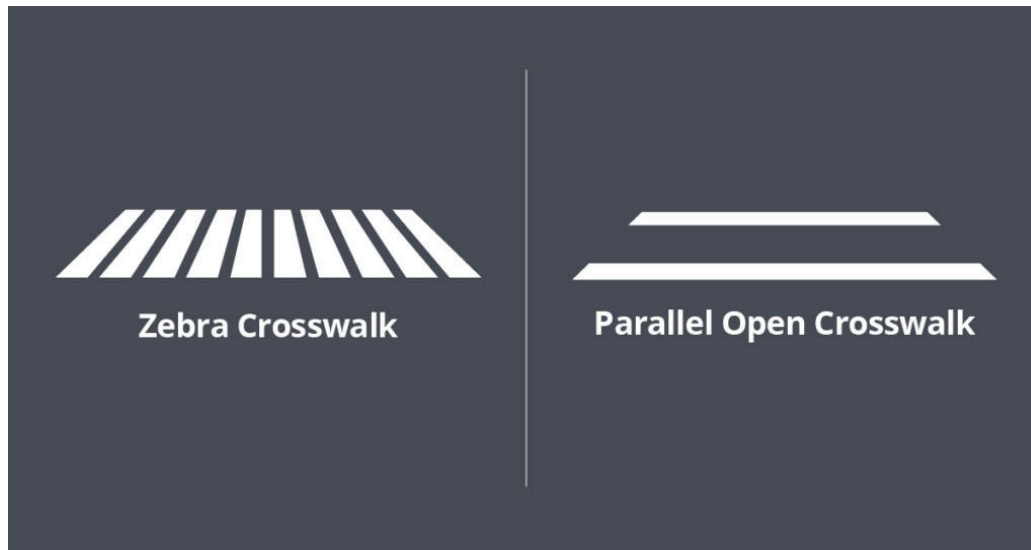
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*Zebra/ladder Crosswalk: The zebra crosswalk also gets its name from it's design. Sometimes it is referred to as a ladder crosswalk. The stripes used to make it resemble black and white stripes similar to a zebra, but also look like rungs on a ladder. The design is meant to make it easier for drivers and pedestrians to identify.*



## *2. Different Crosswalks Have Different Processes*

*When approaching a crosswalk, it's helpful to know how it works. Different crosswalks function differently based on their design.*

*Parallel Crosswalk: When you see a parallel crosswalk, that means a vehicle can continue on its route once a pedestrian is at least halfway through the crosswalk. The parallel crosswalk is often used in common areas like four-way stops or high foot traffic areas. It is crucial for drivers and pedestrians to make eye contact in parallel crosswalks to ensure safety is achieved before the vehicle proceeds. Everyone's safety is vital, and non-verbal communication like eye contact keeps everyone safe.*

*Zebra Crosswalk: The design of a zebra crosswalk lets drivers and pedestrians know that vehicles cannot proceed through the intersection until the pedestrian is safely on the other side. Zebra crosswalks are always used in school zones. This is because it protects students and crossing guards more effectively. They are also found in areas with higher traffic volume or streets with multiple lanes to keep pedestrians safe until they reach the other side of the road.*

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*When you walk and bike, take a minute to identify the crosswalks you are using this summer. It's an ideal time to teach your kids how to use crosswalks properly and what to expect. That way, when school rolls around, they are prepared to use them to get to and from school.*

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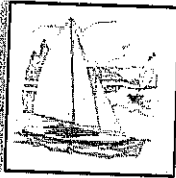
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### 3.1 SEASONAL ALLEY SPEED BUMPS

1. If Rec...

#### I. PURPOSE

To allow residents to petition for the installation of seasonal speed bumps to mitigate speeding in alleyways. This policy does not apply to streets.

#### II. DEPARTMENT RESPONSIBLE

The Department of Public Works is responsible for constructing speed bumps as directed by the Common Council.

#### III. COMMITTEE OVERSIGHT

The Public Works Committee will review all speed bump requests. The Public Works Committee will provide a recommendation to the Finance, Licenses and Regulations (FLR) Committee. Final approval must be granted by the Common Council.

Adopted by Common Council	??/??/??
Amended by Common Council	??/??/2011

**SPEED BUMP POLICY**

1. If residents bordering an alley have a problem with vehicles driving too fast, a petition of 50% or more of affected residents shall be submitted to the Director of Public Works for consideration of a seasonal speed bump, along with a \$500 application fee.
2. The petition shall be forwarded by the Director of Public Works to the Aldermen of the District, City Administrator, Police Department, and Street Superintendent for a recommendation and comment within 30 days.
3. Upon expiration of the 30-day period, the item shall be placed on the Public Works Committee agenda for discussion and approval. If approved by Public Works Committee, the request shall go to the FLR Committee and Common Council for approval. If approved, the Street Superintendent shall order two speed bumps, anchors and warning signs. The speed bumps shall be installed within 30 days of receipt of the materials if the time of year is appropriate.
4. Speed bumps shall be installed no later than Memorial Day and removed no later than October 15th. Speed bumps shall be reinstalled annually unless removed from a particular location for cause.
5. Only one new speed bump location will be approved per year on a first-come first-served basis.
6. If a speed bump needs to be replaced due to normal use, the City will bear costs of replacement. However, petitioners must replace any abused or damaged speed bumps at cost.