

## Michael Grulke

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**From:** Jennifer Andrews  
**Sent:** Tuesday, September 09, 2014 10:58 AM  
**To:** Michael Grulke  
**Subject:** FW: Crosswalks

FYI – I told him it wasn't necessary but he felt compelled. I think he brings up a good point. Especially since the Woodman's entrance nearest Niagara is their truck entrance/exit.

I will get my response to you off today. Let me know if I will need to attend a meeting – I will be on vacation 9/12-9/22.

Jennifer

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**From:** Mayor Shawn Reilly  
**Sent:** Tuesday, September 09, 2014 10:51 AM  
**To:** Terry Thieme; Ald Eric Payne  
**Subject:** Crosswalks

Terry and Eric;

I was meeting with Jennifer this morning on proposed apartment buildings in downtown. While we were talking we also discussed the request for a mid block cross walk for Woodman's. I asked her to show me an photo of the location where the crosswalk would be located. After reviewing the photo, I commented that it appears very similar to the crosswalk that Alderman Patton has been requesting on East Ave and South Street. Maybe I am mistaken but I think the CC has repeatedly denied the crosswalk on East and South because it is midblock (maybe it truly is midblock and not lining up with South Street). The justification for not allowing the East Ave crosswalk is that it would be unsafe. I think a cross walk at Niagara and Manhattan also has the same type of issues.

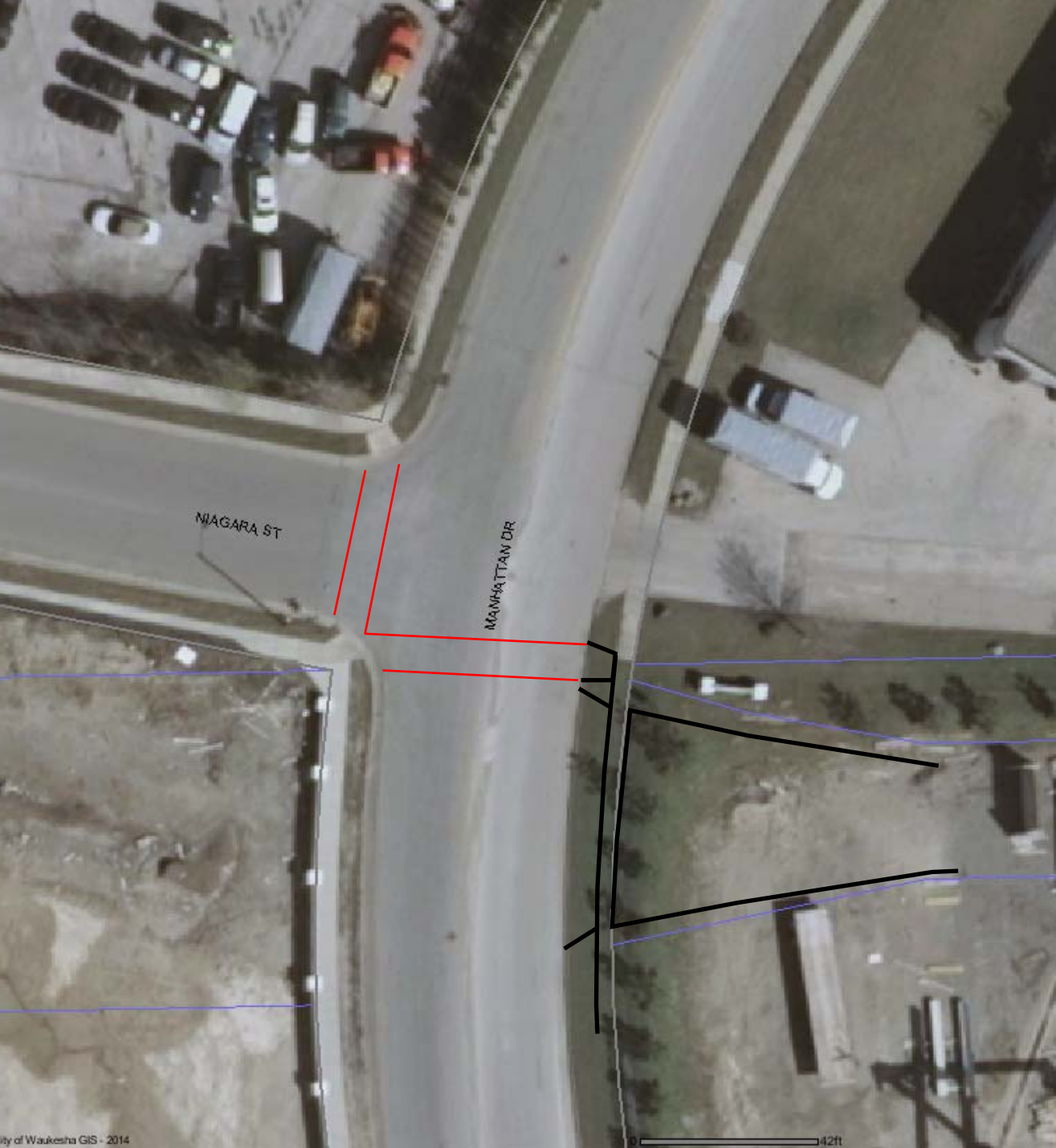
Anyways, before we go through the process of working through the design and asking the developer to provide \$'s, we should determine whether this is where a crosswalk should be located. Maybe Public Works should discuss whether the two crosswalks are similar or whether the Niagara crosswalk would be different and safe.

I thought I should let you know my thoughts before the issue proceeds further.

### **Shawn N. Reilly, Mayor**

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NIAGARA ST

MANHATTAN DR



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### MEMO

To: Building & Grounds Committee  
From: Jennifer Andrews, Acting Community Development Director  
Date: September 9, 2014  
Re: Crosswalk at Niagara & Manhattan

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Michael Grulke asked that the Department respond to a question regarding assessing the cost of a new crosswalk at Niagara and Manhattan St. to the future outlot users in the Woodman's development. We reviewed the development agreement that the City has for the project and found that although the agreement references public improvements those improvements are limited to the public improvements approved and required at the time the agreement was signed. The crosswalk in question was not part of that initial requirement and therefore falls outside of the responsibility of the developer.

However, I did contact the developer and discuss the matter with them. The developer is willing to commit to paying for ½ the cost up to and not exceeding \$2,000 for the crosswalk, payable at the time one of the outlots along Main St. is developed. At this time there is no timeline for the development of those lots and therefore it is unknown when that payment would occur. The developer is actively seeking users but at this point in time does not have any.

I am happy to answer any additional questions that may arise. Please contact me if there is any other information I may provide.



## Manhattan at Niagara Crosswalk

Conducted a study of the request. Used a guideline from USDOT that sampled some criteria from around the country and in accordance with the MUTCD.

Various publications around the country have some version of disclaimer about the perception about crosswalks.

“Many pedestrians consider marked crosswalks a tool that enhances their safety and mobility. They view the markings a proof that they have a right to share the roadway. Many pedestrians do not understand the legal definition of a crosswalk and think that no crosswalk exists unless it is marked. They may also think that driver will be able to see crosswalk markings as well as they do, and they assumed that it is safety to cross where drivers can see the white crosswalk lines.” – 1

1) Dougald, Lance E. , *Development of Guidelines for the Installation of Marked Crosswalks*, Report VTRC 05-R18, Virginia Transportation Research Council (in cooperation with the U.S Department of Transportation Federal Highway Administration)

### Wisconsin State Law on Crosswalks, Statute 340.01 (10)

10) "Crosswalk" means either of the following, except where signs have been erected by local authorities indicating no crossing:

- [/document/statutes/340.01\(10\)\(a\)\(a\)](#) Marked crosswalk. Any portion of a highway clearly indicated for pedestrian crossing by signs, lines or other markings on the surface; or
- [/document/statutes/340.01\(10\)\(b\)\(b\)](#) Unmarked crosswalk. In the absence of signs, lines or markings, that part of a roadway, at an intersection, which is included within the transverse lines which would be formed on such roadway by connecting the corresponding lateral lines of the sidewalks on opposite sides of such roadway or, in the absence of a corresponding sidewalk on one side of the roadway, that part of such roadway which is included within the extension of the lateral lines of the existing sidewalk across such roadway at right angles to the center line thereof, except in no case does an unmarked crosswalk include any part of the intersection and in no case is there an unmarked crosswalk across a street at an intersection of such street with an alley.

Flow chart and Device levels.

Is proposed crosswalk near a generator (such as school, parking lot, shopping center ....)?

- Yes. Near Woodman's.

Nearest Crosswalk is at least 300 Feet away?

- Yes. Nearest crosswalk is 600 feet to south and 1200 feet to north.

Can pedestrians be seen from a distance of 10 times the speed limit?

- Yes. Speed limit is 25 MPH and peds could be seen from 250 feet if a vehicle is adjacent to the centerline of Manhattan Dr. However, there may be some issues in this case.

Average Daily Traffic on Manhattan Drive = 5,500 ADT

Average Daily Traffic on Niagara Street = 1,200 ADT

Number of pedestrians crossing ..... unknown

This crosswalk proposal falls under the criteria of a Candidate for approval. Meaning, it passed the first round of questions. However, there are many other items to consider before recommending a marked cross walk be installed.

As we examine further, engineering staff has the following comments:

- As of today, a person is allowed to cross the street without the aid of crosswalk enhancements. There is a curb ramp on both sides of the street.
- The Niagara leg and the Woddman's driveway leg of the intersection with Manhattan are offset from each other by 60 feet. This is somewhat unusual and would create some driver confusion with the crosswalk placed in between the two driveways.
- Niagara is a one lane, both directions city street with parking lane on each side. As with many other city streets, drivers sometime use the parking lane as a driving lane. Site observations by staff have shown that drivers going southbound approach Niagara driving side by side. This would be a safety issue if a person stepped into a marked crosswalk and either of the two drivers did not stop.
- Site observations have also shown that a semi truck with car carrier parked on the west side of Manhattan, in the No Parking zone that is clearly marked. This is an issue since it will block the view of southbound drivers to a person in the cross walk. Further review may be required to assess the parking needs of the local businesses and provide specific loading zones further north (greater than 350 feet away) from Niagara Street.
- There is a sign at corner of Niagara & Manhattan that says "Vehicle Crossing". This sign is left over from the days when the old Woodman's site was Spancrete and they crossed Manhattan. This sign should be removed.
- The cost to install new handicap ramps on both sides of Niagara Street to bring them to new ADA standards will be \$3,500 to \$4,000
- Engineering staff recommends to deny installation of a crosswalk.