



CITY OF WAUWATOSA
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TRAFFIC AND SAFETY COMMITTEE MEETING
Tuesday, September 30, 2003

PRESENT: Alds. Becker (7:48 p.m.), Herzog, Krol, Matthews, McCarthy -5

ALSO

PRESENT: W. Kappel, Dir. of Public Works

Ald. Krol in the Chair called the meeting to order at 7:06 p.m.

Completion of 90-Day Trial of Two-Hour Parking on Portions of N. 104th and N. 105th Streets

Mr. Kappel reported that the two-hour restrictions on portions of N. 104th and N. 105th Streets south of W. North Avenue were requested by Richard Jungen, owner of the Fairview building at 10425 W. North Avenue and operator of a business there. Prior to the 90-day trial, there was all-day parking along certain sections of the northern portion of 105th Street and the west side of 104th Street and two-hour parking on the remainder of the blocks. The trial extended the two-hour parking along the east side and a small portion of the west side of N. 104th Street, providing space for an additional 6-7 parked cars. About 3 additional two-hour spaces were picked up on the east side of 105th Street and another 3-4 on the west side. There are some all-day parking spots on the east side of 105th Street and west side of 104th Street and a small section on the west side of 105th Street.

Mr. Kappel said that Mr. Jungen has indicated that the new restrictions have provided some relief. While some cars park in front of some of the residences, he has observed that it is not constant and the two-hour limit doesn't seem to be violated. Mr. Kappel described the location of homes on both streets. He noted that a September 15, 2003, letter from Sue Szymanski, 2258 N. 104th Street, included in the committee's packet, outlined her objections to the changes and suggested alternatives.

The Chair reported receipt of an e-mail from Paul Starich, 2244 N. 105th Street, whose continuing concerns were first expressed when the 90-day trial was instituted. Mr. Starich was unable to attend tonight and objected to first receiving notice of this meeting yesterday. It was noted that the Clerk's office mailed notices last Thursday when the meeting agenda was set. In a conversation with Ms. Szymanski, the Chair said that she indicated satisfaction with enforcement of the two-hour limit, especially when she calls about a violation. She mentioned that she would appreciate being allowed to park in the Fairview lot on weekends when she has visitors.

Mr. Kappel said that one of the objections had been that there would be more traffic due to people looking for parking spots, but it seems to have actually reduced traffic because parking is easier to find. There have been no complaints of obstructed mailboxes, and he has himself observed that mailboxes have not been parked in.

Mr. Jungen noted that the Fairview building for many years had lower occupancy and didn't have the kind of problems now being experienced. Since 1998, it has operated at almost 100% occupancy, which has caused the parking issue to be very important. The lot can accommodate most of the building's employees, but a number of tenants have many short-term visitors that generate in-and-out traffic, particularly a number of dentists as well as the title and mortgage companies. The changes made a huge difference and took a lot of the pressure off, he

found. He referred to a letter from one of the tenants, a dentist, who said he sees 30 patients each day, finds that parking complaints have been reduced to zero, and favors making the changes permanent, which Mr. Jungen also endorsed.

Tim Herrington, 2622 Menomonee River Parkway, reported that the new parking availability was effective for him when he visited the building recently. He otherwise had spent time driving around to find a space.

Moved by Ald. Herzog, seconded by Ald. McCarthy to recommend to Council introduction of an ordinance to implement the trial changes on a permanent basis. Ayes: 5

Report on 90-Day Trial of No Parking at Entrance to Wisconsin Avenue Park

Mr. Kappel reported that the Milwaukee County Parks Department had requested a no parking zone at the entrance to Wisconsin Avenue Park to provide a setback area on either side of the driveway. They would like the trial changes to be made permanent.

Moved by Ald. McCarthy, seconded by Ald. Matthews to recommend to Council introduction of an ordinance to implement the trial changes on a permanent basis. Ayes: 5

Request to Temporarily Rescind Parking Restrictions on W. Center Street and N. 72nd Street

At the request of the Wauwatosa Economic Development Corporation (WEDC), Mr. Kappel recommended temporarily rescinding existing parking restrictions on the south side of the 7100 block of W. Center Street and the east side of N. 72nd Street from W. Center Street south to the alley. This would accommodate parking for workers in connection with a construction project on the southeast corner of N. 72nd and W. Center Streets. There is some all-day parking on the north side of Center Street in Milwaukee, helping to provide enough spaces to accommodate the need, he felt. He suggested a 180-day term, after which this committee could take action on an extension, if needed.

Discussion of the recommended duration ensued. Jill Jacoby, representing WEDC, indicated that they would like to have this parking during the entire duration of the project, which is likely to be more than 180 days. Richard Jungen, president of WEDC, suggested termination upon issuance of an occupancy permit.

Moved by Ald. McCarthy, seconded by Ald. Herzog to recommend to Council approval of temporarily rescinding restrictions as outlined by the Director of Public Works for the period of construction, terminating when occupancy permits are obtained. Ayes: 5

Request to Remove Parking Restrictions of Wauwatosa Avenue

Mr. Kappel reported that he has had discussions for the past six or seven months with the St. Pius X Parish administrator regarding removal of parking restrictions on the Wauwatosa Avenue frontage of the St. Pius X facility. The 50-foot pavement there does not accommodate much more than one lane in each direction, he noted, and parked vehicles may provide natural traffic calming. The parking spaces would be used to access the parish office. Mr. Kappel foresaw little potential hazard since school children are dropped off at the back of the building.

Parking is allowed on the west side of Wauwatosa Avenue in this area and on the east side farther to the north. He recommended a 90-day trial of the removal of school-day parking restrictions on the east side of Wauwatosa Avenue adjacent to St. Pius X with the exception of the bus stop zone.

Ald. Matthews inquired about any requirement for school day parking restrictions. Mr. Kappel said that the school grounds to the rear are used as a drop-off point. The state gives authority to local municipalities concerning restrictions around schools.

Moved by Ald. Herzog, seconded by Ald. Becker to approve a 90-day trial of removal of the parking restrictions as recommended by the Director of Public Works. Ayes: 5

Request for Removal of Parking Restrictions at 925 N. 113th Street

Mr. Kappel reported that the current restrictions on the west side of N. 113th Street prohibit parking between 8 a.m. and 8 p.m. This area is adjacent to Underwood School and soccer fields. The resident at 925 N. 113th Street has multiple vehicles and would like to be able to park along his own frontage.

Ald. McCarthy said that he received a number of complaints a few years ago from residents on 113th Street, which runs for about a block north of Potter Road and then curves into a cul-de-sac. They requested no parking on both sides of the street to address problems with soccer parents' vehicles blocking driveways and mailboxes. In recent discussions with residents of this area, he found that the most acceptable response to the current request would be to remove restrictions from the south end of the driveway at 941 N. 113th Street to the south end of the driveway at 925 N. 113th Street.

Moved by Ald. McCarthy, seconded by Ald. Becker to approve a 90-day trial of removal of parking restrictions adjacent to 925 N. 113th Street. Ayes: 5

Application for Loading Zones at Trinity Episcopal Church, 1717 Church Street

Mr. Kappel reported that he has signed off on the application for loading zones for Trinity Episcopal Church. They requested a length of 50 feet from the corner on Church Street and 42 feet from the corner on Milwaukee Avenue. The applicant has inquired whether this would be considered one or two zones. Mr. Kappel indicated that from the standpoint of being on two streets, it would be two zones, although they could easily be marked with just two signs rather than four as might be required for separate, mid-block zones. A question of the loading zone fee also arose. Based on information that later proved inaccurate, the applicant was initially informed that the church would be exempt from fees. The confusion was linked to a past resolution that exempted a specific church based on their installation of a drop-off lane at their own expense. The City Attorney has advised against exemptions from the special privilege fee, but the committee could make a recommendation to Council to administer the fee differently in this specific case.

Noting that his residence is adjacent to Trinity Church, the Chair said that Church Street is one-way southbound north of Milwaukee Avenue and two-way to the south. The loading zones would help accommodate people dropping off churchgoers, he felt, due to the traffic patterns in this area. He mentioned that there is a parking lot next to the church.

Tim Herrington, 2622 Menomonee River Parkway, representing the building and grounds committee of the church, indicated that his discussions with church personnel were based on the assumption that there would be no fee. He

has not yet had a chance to discuss the new cost information. He was told that the regular annual fee for the two zones would be \$66 payable now and again upon renewal in January. The loading zones would also facilitate getting caskets into the building, he said. He asked about parking distance from the corner, and Mr. Kappel indicated that parking is not allowed within 15 feet of a crosswalk. Mr. Herrington concluded that each loading zone length could then be reduced by about 20 feet, which would decrease the cost somewhat. He felt that further discussion would be needed to determine what would be most effective, and he requested further information about the potential cost if the lengths were recomputed or the zones treated as one. The Chair indicated that the Director of Public Works and the Clerk's office would coordinate to provide that information.

Moved by Ald. McCarthy, seconded by Ald. Becker to hold this matter until the next regular meeting in two weeks. Ayes: 5

The meeting adjourned at 7:50 p.m.

Carla A. Ledesma, City Clerk
Wauwatosa, Wisconsin

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