



## CITY OF WAUWATOSA

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### TRAFFIC & SAFETY COMMITTEE MEETING Tuesday, May 25, 2004

PRESENT: Alds. Becker, Herzog, Krol, Maher -4

EXCUSED: Ald. McCarthy

ALSO

PRESENT: W. Kappel, Public Works Director

Ald. Becker as Chair called the meeting to order at 7:00 p.m.

#### **Request for Removal of No Parking at 552 N. 62nd Street**

Mr. Kappel reported that the local alderperson has requested removal of a no parking at any time restriction on the east side of N. 62nd Street in front of 552 N. 62nd Street. The current resident at 561 N. 62nd Street called today, however, to say that removal would potentially present some difficulty for him. The street's width is 24 feet and most of the driveways except at 561 N. 62nd Street back up on each other, which helps when backing out.

Brian Roman, 561 N. 62nd Street, said it would be more difficult to back out of his driveway without the no parking area. Not many people park on this street except when the Teamster's office on Blue Mound Road holds meetings, so the restriction really does not impact many people. Removing the restriction would impact him and his tenant, Mr. Roman said.

Linda Roberts, 552 N. 62nd Street, said the restriction has always been there to allow residents across the street to get in and out. She doesn't mind having the restriction in front of her home.

There was some question regarding the reason for the request to remove the signs. Ald. Grimm, who made the request, was unable to appear tonight.

Moved by Ald. Herzog, seconded by Ald. Maher to place this matter in file until someone asks to bring it back to the committee's attention.

Ayes: 5

#### **Petition for No Parking on N. 99th Street between W. Blue Mound Road and W. Wisconsin Avenue**

Mr. Kappel reported that a petition was received from Ann and Jack Shepherd, 500 N. 99th Street, and residents at five other 99th Street addresses requesting no parking restrictions on the west side of N. 99th Street from W. Blue Mound Road to W. Wisconsin Avenue. This street is adjacent to the new Heart Hospital and its parking structure. A section of 99th Street just north of W. Blue Mound Road has two-hour parking

restrictions between 9 a.m. and 6 p.m. Both the Heart Hospital and the Grede Foundry business office at the northeast corner of 99th and Blue Mound Road were contacted and have no objections to this request. Mr. Kappel recommended a 90-day trial installation of no parking at any time restrictions, as requested.

Ann Shepherd, 500 N. 99th Street, said she would be very pleased to have no parking restrictions restored. The street is narrow and residents are accustomed to no parking on the west side of the street.

Moved by Ald. Krol, seconded by Ald. Maher to approve a 90-day trial of no parking at any time restrictions on the west side of N. 99th Street between W. Blue Mound Road and W. Wisconsin Avenue. Ayes: 4

### **Request for a Four-Way Stop at N. 109th Street and W. Glendale Avenue**

Mr. Kappel reported that a letter was received from Laurie and David Glazer, 4607 N. 109th Street, and residents at three other 109th Street addresses requesting a four-way stop at the intersection of N. 109th Street and W. Glendale Avenue. The request apparently was precipitated by an accident on April 15th. Referring to the standards and guidelines of the Manual on Uniform Traffic Control Devices, Mr. Kappel said that a four-way stop would normally be recommended only after a two-way stop had been unsuccessful. Accident history at this intersection over the past four years was checked, and the April 15th accident is the only one on record. The accident report indicates that it involved a 16-year-old driver with a probationary license driving alone, speeding, losing control, and recklessly hitting a utility pole and going through some yards. While this was a serious accident, Mr. Kappel said, it is not enough from an engineering perspective to justify even a two-way stop sign.

David Glazer, 4607 N. 109th Street, spoke of the number of children in this area and the teenage drivers who race down the street and really gather speed in the two-block downhill length from Congress Street to the north. Teenage drivers have even been observed passing each other there, and it seems that there have been more incidents than the one this year. Madison Elementary School is about nine blocks to the east, and many families walk and ride bikes down Glendale Avenue because it is the most direct route. There are no sidewalks in this area. There is a two-way stop two blocks to the west at Delco Avenue but none to the east on Glendale Avenue until 106th Street and then there are stops every two blocks. Those stop signs may have been installed because of the number of young children, he speculated. Mr. Glazer said he is a realtor and has a home for sale on the corner of the subject intersection. When asked if it is safe to walk in the streets, he would like to be able to answer affirmatively. He felt that a two-way stop would possibly make the situation more dangerous because drivers would then feel free to speed on the cross street.

Bob Kreul, 4641 N. 109th Street, said visibility at this intersection is not good because of the position of the houses, trees, and bushes. He felt the intersection merits stop signs from the standpoint of human life. He suggested that a caution sign at least might make people more responsible.

John Walther, 4555 N. 109th Street, said that about four years ago a teenage driver going north on 109th Street took the turn too fast and clipped the street light. He said that the street has become a speedway and he is concerned for the safety of his grandchildren who play in his yard on this corner. He felt that a two-way stop would not be of much help.

Ald. Maher asked about other options such as police patrols and speed detectors. Mr. Kappel said that the speed monitoring trailer tends to slow or calm traffic as it gathers speed data. Police could also be requested to patrol the neighborhood for a period of time, since the best deterrent against speed is enforcement. He noted

that the first thing the Uniform Manual states about stop signs is that they should *not* be used for control of speed. The reason for that is drivers will try to make up the time lost at the stop sign by speeding up in the remaining distance until the next stop sign, so the problem is exaggerated by putting in unwarranted stop signs. Rolling stops or failure to stop can also be a problem, and some drivers may also be given a false sense of security. Mr. Kappel said that the safest intersections are those without signs since drivers must then be alert and obey right-of-way rules. Having considered the option of yield signs or a two-way stop, he said he would probably choose to stop 109th Street traffic if the committee approved a two-way stop. Likewise, any yield signs would be placed on 109th Street. Trying to deter speeders is a law enforcement issue, however.

Ald. Krol said that this committee recently discussed but did not approve any changes or additions to stop signs on Woodland Avenue. He recalled that four-way stops must meet certain criteria, and he agreed that enforcement in this area is probably the only way to control speeding.

Mr. Kappel said that the stop sign criteria generally relate to accidents. The guidelines say that a crash problem exists if there are 5 or more accidents in a 12-month period. A four-way stop may be appropriate if the accident rate remains at that level despite the installation of a two-way stop.

Ald. Maher suggested monitoring speeds on both 109th Street and Glendale Avenue. Mr. Kappel recommended a three-day period from Tuesday through Thursday and indicated he would check with the police department regarding availability of the speed monitoring trailer.

Moved by Ald. Maher, seconded by Ald. Krol to hold this matter in committee until further information is available, notifying residents here tonight of the next scheduled meeting –

Mr. Kappel said that data usually shows that the 85th percentile of drivers are within the speed limit. About 66-67% travel at or below the speed limit, about 90% are within 5 mph over, and 99% are within 10 mph over. The top range usually varies from 40-47 mph, although there are some drivers who will test the limits. He reiterated that the speed trailer does calm speeds.

Ald. Herzog was uncertain of the value of further speed data. He felt that the issue of stop signs should be placed on file and the issue of speeding then brought back if action is warranted.

Mr. Glazer questioned the warrants for other four-way stops in this area. The Chair responded that some areas were over-stocked with stop signs in the past. A lot of those signs were put in many years ago.

Citing similar areas in his district that don't have any stop signs, the Chair agreed that this intersection doesn't warrant a four-way stop. He felt that the best way to slow traffic is through the design of the road. There are some intersections in Milwaukee where drivers are forced to slow down simply because of bump-outs put in for that purpose, and he said that Wauwatosa should also consider that type of speed deterrence.

Vote on the motion, Ayes: 3; Noes: 1 (Herzog)

The meeting adjourned at 7:38 p.m.

Carla A. Ledesma, City Clerk

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