



CITY OF WAUWATOSA  
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**TRAFFIC & SAFETY COMMITTEE MEETING**  
**Tuesday, June 29, 2004**

PRESENT: Alds. Becker, Herzog, Krol (7:37 p.m.), Maher; McCarthy (7:45 p.m.) -5

ALSO W. Kappel, Public Works Director; Capt. J. Reit, Police Dept.;  
PRESENT: J. Cameron, Asst. to City Admin.

Ald. Becker as Chair called the meeting to order at 7:33 p.m. -3

**Request for Parking Changes on W. State Street from N. 75th Street to Harwood Avenue**

Mr. Kappel outlined a request from the Village Business Improvement District for a change from one-hour to two-hour parking on the north side of W. State Street from N. 75th Street to Harwood Avenue. This would comply with restrictions on the south side of the street. Mr. Kappel recommended installing new signage under a 90-day trial after completion of the street light project in the Village.

Moved by Ald. Herzog, seconded by Ald. Maher to approve a 90-day trial of two-hour restrictions on the north side of W. State Street from N. 75th Street to Harwood Avenue, trial to begin following completion of Village street light project. Ayes: 3

**109th Street and W. Glendale Avenue**

From the hold file was the matter of a request for a four-way stop at N. 109th Street and W. Glendale Avenue. Mr. Kappel summarized the results of three days of speed trailer monitoring that was done by the police department. Over 88% of the drivers were traveling within the 25 mph speed limit; about 11% were monitored at 26-30 mph; less than 1% were in the 31-35 mph range; and less than 1/2% were in the 36-40 and 41-45 mph range. Traffic volume ranged from 168 to 275 vehicles daily in the 7 a.m. to 6 p.m. time frame, which is typical of a quiet residential neighborhood. Mr. Kappel recommended placing the matter on file.

(Ald. Krol present. -4)

The Chair asked about the possibility of building in design elements to slow down traffic when streets are reconstructed. He referred to bump-outs that seem to be effective in Milwaukee. Mr. Kappel said that some traffic calming measures tried in Milwaukee proved to be something of a menace to snowplows and emergency vehicles. He felt that efforts should be directed at getting residents to slow down and obey speed limits.

Tom McAleese, 4617 N. 109th Street, said there isn't that much traffic at the subject intersection, there are no obstructions to visibility, and there has been only one accident in the past seven years. He felt that stop signs are not needed.

Ald. Maher agreed with the need to gain compliance on speed limits. He noted that "slow down" signs available to residents through the police department seem to be effective in his neighborhood, which is near this intersection, and he urged anyone with concerns to consider using them. He said he has found little support for stop signs at 109th and Glendale and is convinced that they are not needed.

Moved by Ald. Maher, seconded by Ald. Krol to place this matter on file. Ayes: 4

### **Request for Change in Parking Restriction at 1839 N. 74th Street**

Mr. Kappel reported that it was recently discovered that the no parking signs that have been in place for some time in front of 1839 N. 74th Street do not comply with actual ordinance language, which specifies a three-hour zone at that location. The resident states that the no parking signage has been in place for at least seven years. Mr. Kappel recommended dispensing with a 90-day trial and amending ordinance language to agree with posted restrictions. If three-hour parking were allowed here, he felt it would only lead to more extended parking by students from East High School.

Moved by Ald. Herzog, seconded by Ald. Krol to recommend to Council introduction of an ordinance to establish no parking except Sundays and holidays in front of 1839 N. 74th Street. Ayes: 4

(Ald. McCarthy present. -5)

### **Request to Restore Two-Hour Parking on N. 115th Street North of W. North Avenue**

Mr. Kappel reported that one of the district alderpersons has requested restoration of two-hour parking restrictions on the east side of N. 115th Street from the alley north of W. North Avenue to the north lot line of 2320 N. 115th Street. These restrictions were removed in 2000 at the request of the property owner, but the property has changed hands since that time and former problems with all-day parking by employees of a nearby convenience store and pizza delivery store have recurred. Ald. McCarthy added that an agreement that employees would not park in this area has not worked out, and the residents now prefer two-hour restrictions.

Moved by Ald. McCarthy, seconded by Ald. Krol to approve a 90-day trial of two-hour parking restrictions on the east side of N. 115th Street from the alley north of W. North Avenue to the north lot line of 2320 N. 115th Street. Ayes: 5

### **Loading Zone Language and Fees Update**

Mr. Kappel proposed changing current loading zone ordinance language to require payment of a standardized installation fee to cover the cost of labor and materials for new installations. The installation fee would be in addition to the annual fee of \$25 plus \$0.50 for every foot over 30 feet. He recommended an installation fee of \$155 for 2004, rising to \$165 in 2005 to reflect increases in materials, labor, and equipment costs.

An additional recommended change is primarily a housekeeping matter that would reflect the current practice of handling loading zone renewals in December of each year for a January-December license year. This

practice helps to balance the licensing workload in the City Clerk's office, where many other licenses are processed on a July-June license year basis.

Mr. Kappel explained that the \$25 annual fee barely covers administrative costs and probably has not been changed for at least ten years. There are about 12-15 existing loading zones at this time.

Moved by Ald. Herzog, seconded by Ald. McCarthy to recommend to Council introduction of an ordinance to establish an installation fee and a January-December license year –

In response to questions, Mr. Kappel said that most municipalities do their own sign installations, but he was uncertain of their loading zone fees. He noted that this is in line with the policy established two years ago of charging businesses for discretionary parking regulation changes. With just an annual fee, it takes the city six years to recapture installation costs. By establishing an installation charge, the annual fee would better cover administrative costs for processing and inspection.

Ald. Krol questioned how an adjacent business owner's concerns about a loading zone might be addressed. Mr. Kappel indicated that loading zones are an annual privilege granted to the property owner or occupant, and he was uncertain of the impact an adjacent owner/occupant should or would have. The City Attorney's advice would be sought if such an issue arose.

Ald. Maher indicated that he would not support an installation fee, which he felt would be petty and would have little fiscal impact. Businesses are not abusing this privilege, and it doesn't make sense from an economic development perspective, he said. Ald. Krol said that the fee would be consistent with other charges for discretionary installations and would not be an extreme hardship to the applicant. The Chair cited parking changes requested and paid for by Pick 'N Save to benefit their business; he felt there is no harm to economic development.

Vote on the motion, Ayes: 4; Noes: 1 (Maher)

### **Crossing Guard Program**

Mr. Cameron, Assistant to the City Administrator, reviewed his memo of June 29, 2004, which outlined and discussed options for reducing the high cost of the crossing guard program while maintaining the heightened level of safety provided by this service, as follows:

1. Continue the current program regardless of cost.

The current contract runs through 2006 and includes a wage increase of approximately 2% each school year. Wages increase from \$14.33 to \$14.62 for the 2004-05 school year, raising 2004-05 costs by approximately \$5,000. Approximately \$258,000 will be budgeted next year.

2. Continue contracting and working with Twin City Security, the school district, and the police to eliminate or consolidate some locations and shifts, particularly the lunchtime shift. This would potentially reduce costs, increase efficiency, and still maintain the required level of safety.

Possible sites that could be considered for elimination/consolidation are the crossings on North Avenue at 90th Street and on Glenview Avenue at Avon Court. Both are comparatively under-utilized and have

nearby controlled and/or guarded intersections that would continue to serve students.

Two other possible elimination/consolidation sites are on Blue Mound Road at 112th Street and on North Avenue at 116th Street, but those sites are the only guarded locations for students to cross each street. They will be monitored for one year and their use reevaluated.

Sixteen lunchtime crossing guards serve 11 elementary schools, the majority of which have an unofficial policy of only releasing junior kindergarten students to a parent or guardian. On-site audits of three sites confirmed that no students crossed without a parent or guardian. This practice may justify removing crossing guards during the lunchtime period. Implementation may include an initial test at three elementary schools—McKinley, Washington, and Wilson.

Total savings for consolidating two sites and eliminating the lunchtime program is approximately \$80,606.25. Annual cost for the 16 lunchtime sites is \$70,288.65, and each consolidation site costs \$5,158.80. During the initial test period, there would be savings of approximately \$40,270.40.

3. Discontinue the contract with Twin City Security and bring the program in-house, which may reduce the hourly cost but would require supervision of the program and employees.

The city would be able to control rates and locations, but there would be initial start-up costs for equipment, an increase in staff time to coordinate and supervise the program, added liability, and a potential expense of providing benefits. The exact amount of any reduction in costs is uncertain because of these unknown costs.

4. Search for other private contractors that are willing to provide the service at a reduced cost.

The city is aware of only one other company in the area that may offer this service. This lack of competitors makes it difficult to assume that costs would potentially decrease with a different agency.

Mr. Cameron recommended consideration of Option 2. He reported that city representatives have been invited to meet with school district administrators, including elementary school principals, in mid-August to discuss the possibility of consolidating/eliminating two sites and dissolving the lunchtime shift. If found to be feasible, city staff would work with McKinley and Wilson Elementary Schools and their parent-teacher associations to address the reasons for the crossing guard consolidations/eliminations and would ensure that the level of safety would be maintained, if not enhanced. If elimination of lunchtime guards is supported, an initial test period may be implemented at Wilson, Washington, and McKinley, which represent 7 of the 16 lunchtime sites. Specific details on the feasibility and best implementation method would come from the August meeting, after which staff could then more accurately predict possible savings in the upcoming budget.

Ald. Krol suggested asking the school district to make release to a parent or guardian a requirement if lunchtime guards are eliminated. Referring to a comparison chart of crossing guard costs in other municipalities, Ald. Krol asked about the West Allis program with an annual cost of \$109,000. Mr. Cameron said that the West Allis program is run by the city. They dissolved their lunchtime sites due to the small number of students served.

Ald. Maher said he would like to hear from the City Attorney on liability considerations under the current contract versus in-house. He was concerned about the city being potentially liable but having no oversight of the service. He indicated he would favor an in-house program and is personally interested in lunchtime

services since he has a half-day kindergartner starting school in fall. He questioned why the city provides this service without financial involvement from the school district.

Ald. McCarthy said that crossing guard contracts have specified that the private vendor provides insurance and agrees to hold the city harmless. The city handled the guard program in-house for many years but went to a private contractor to save costs such as benefits, social security taxes, unemployment, etc. He noted that the school district has considered eliminating half-day kindergarten classes; but Mr. Cameron said that the half-day program reportedly will continue, the only question being the number of classes at each school. If left with Option 2, Ald. McCarthy suggested that parent volunteers might be recruited to provide some lunchtime help.

Moved by Ald. McCarthy, seconded by Ald. Herzog to direct staff to continue to investigate options to serve both public and private schools, to enter into discussions with the school district, and to report back to this committee at the September 14th meeting –

Ald. Maher endorsed Option 3, noting that the documentation submitted does not support costs being driven up if the program is brought in-house. He strongly recommended seeking advice from the City Attorney on liability issues.

The Chair requested a simple calculation showing how many guards are employed by the contractor, their rate of pay, and their benefits.

Vote on the motion, Ayes: 5

### **Report on Independence Day Parade Safety Rules**

Mr. Kappel displayed orange signs that are being posted below the temporary no parking signs on North Avenue to alert parade-goers of the new rules that prohibit placement of chairs and other reservation devices along the parade route before 6 a.m. on July 5th. He reported that local media have been cooperative in getting the message out.

The meeting adjourned at 8:32 p.m.

Carla A. Ledesma, City Clerk  
Wauwatosa, Wisconsin

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