



CITY OF WAUWATOSA
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**TRAFFIC & SAFETY COMMITTEE MEETING
Tuesday, September 20, 2005**

PRESENT: Aids. Becker, Herzog, Krol (6:52 p.m.), Maher -4

EXCUSED: Ald. Purins

ALSO PRESENT: W. Wehrley, City Engineer; A. Kesner, City Attorney; Ald. Treis

Ald. Becker as Chair called the meeting to order at 6:30 p.m. -3

Reconsideration of 90-Day Trial of No parking on W. Glendale Avenue

The committee reviewed a request by Ald. Maher to cancel the 90-day trial of no parking on both sides of W. Glendale Avenue from N. 100th to N. 101st Streets that was approved in June and began with the start of school. Ald. Maher explained that parents use this area of Glendale Avenue to drop off and pick up their Madison Elementary School students. Since the beginning of school, he has observed that the situation is chaotic, and he has heard from the principal and parents that being unable to park on Glendale is causing problems. He did receive two e-mails from parents who support the parking prohibition because there are fewer problems for parents and students who walk or bike to school. Those who drive, however, don't have a lot of parking options, so there is double-parking on 100th Street. Some parents are forced to park a greater distance from the school, which he said is another potential safety issue.

Ald. Treis explained that he requested the trial because of a request from parents of Madison students. Parked cars, turning movements, and the lack of sidewalks present problems to parents and children who must walk in the street. The principal plans to meet soon with several school organizations to discuss what might best resolve the problems. Ald. Treis foresaw more weather-related problems in the future. He noted that some parking is available on 100th Street, but some parents ignore signs and park in prohibited areas as well. Some are very efficient about loading and unloading children, but some drivers park for as long as 40 minutes. He suggested continuing the trial pending a meeting with the principal. Police representatives will also be involved.

Dawn Poehls, 10531 W. Courtland Avenue, said she walks her three children to school, and others often join them. She sees this as a safety issue. It is dangerous for pedestrians or bikers when cars are parked in the subject area, especially when there is ice and snow. The crossing guard also has a better view of traffic.

The Chair was concerned about pedestrians walking in the street. Ald. Maher said that most of the students being picked up walk on the grass to get to the cars, and the property owners have not complained. He said that this issue is relative to the distance parents and students live from the school. It is more of a problem for those who drive their students. The options would be to stick with the trial, end it, or compromise by allowing parking on the north side of Glendale Avenue and retain the restrictions on the south side of the street.

Moved by Ald. Maher, seconded by Ald. Herzog to hold this matter until the next meeting on September 27. Ayes: 3

Proposed Ordinance Prohibiting Engine Compression Braking

Mr. Kesner reported that truck drivers use engine compression braking, commonly referred to as "Jake Braking," to slow down from highway speed. "Jake Brake" is a trademark name for a device used to assist heavy trucks in stopping more efficiently. In use, it sounds like very loud downshifting. Residents in the area of Mayfair Road and Capitol Drive have complained of this practice by trucks coming from the north that have to slow down in that area. A number of municipalities in Wisconsin have prohibitions on the use of engine compression braking. A draft ordinance prohibiting that practice in Wauwatosa was submitted for review.

The Chair asked if this braking device is used by fire engines. Mr. Kesner indicated he would consult with the fire chief on that question prior to the next meeting. He noted that there is an exception in the ordinance for emergency situations where compression brakes are applied to prevent immediate danger to life or property.

Ald. Herzog raised the issue of enforceability and posting of notification at city entrances. Mr. Kesner said that officers would monitor areas based on complaints, enforcing the ordinance in much the same way that speed limits are enforced. Notifications would probably be posted only where applicable conditions warrant. They would probably not be needed on Blue Mound Road, for example.

Ald. Maher said he lives near the affected area and finds that the noise can be very startling. This is a unique situation since this is the only residential area of Hwy. 100. Work on I- 43 may be pushing more trucks onto this route right now, he suggested.

Moved by Ald. Maher, seconded by Ald. Herzog to recommend introduction of the ordinance. Ayes: 3

Request for Parking Changes on Dewey Avenue

Mr. Wehrley reported that St. John's Lutheran Church, 1278 Dewey Avenue, has requested changes in parking restrictions on Dewey Avenue. Staff recommends prohibiting parking on the east side of Dewey Avenue from 210 feet north of Harwood Avenue to Harwood Avenue between 7:30 a.m. and 4:30 p.m. Parking would be totally prohibited on the west side of Dewey Avenue from Harwood Avenue to the end of the southernmost driveway on the property.

Scott Heins, 1727 N. 117th Street, indicated that the changes are needed to reflect new traffic patterns that have developed since opening of the new school building.

Moved by Ald. Maher, seconded by Ald. Herzog, to approve a 90-day trial of the recommended parking changes. Ayes: 3

(Ald. Krol present. -4)

Status of West Suburban Traffic Impact Analysis (TIA)

The committee reviewed a memo from the Director of Public Works updating the status of the Traffic Impact Analysis (TIA) tentatively covering specific roadways in an area roughly bounded by Wauwatosa and Glenview Avenues, Mayfair Road, I-94, and North Avenue. The City of Wauwatosa hosted the first meeting of a

stakeholders group that includes representatives from Wauwatosa, Milwaukee County, the City of Milwaukee, State Senator Reynolds' office, the Wisconsin Department of Transportation (WisDOT), the Southeastern Wisconsin Regional Planning Commission (SEWRPC), the Milwaukee Regional Medical Center, the Milwaukee County Research Park, Wisconsin Lutheran College, and Mayfair Mall. Leadership of these discussions later passed to Milwaukee County, and WisDOT stepped forward at the last meeting in August and will undertake a survey on right-of-way needed for direct access to the Research Park and the Regional Medical Center from the freeway. Once this information is gathered, it will be turned over to a consultant to perform the full TIA.

Asked about previously stated deadlines, Mr. Wehrley said that the initial schedule was provided when Wauwatosa was hosting the meetings, but there has been some handing off of responsibilities to keep the study moving forward.

In response to a further question, Mr. Wehrley reported that traffic signals at Watertown Plank Road and Innovation Drive, which are being funded by the Research Park TIF, will be operational by the end of the year.

There were further questions regarding the city's share of costs, which will be funded by the CDBG administrative account that is subject to spending restrictions and some deadlines. Mr. Wehrley said there should be no problem with the October deadline. Money would remain in the account after the December 31 deadline, but it would be subject to a cap on administrative projects. WisDOT has budgeted around \$48,000-\$50,000 for the study, which would be a planning level report of patterns in the area and potential solutions to mitigate some of the traffic problems.

The meeting adjourned at 7 p.m.

Carla A. Ledesma, City Clerk
Wauwatosa, Wisconsin

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