



CITY OF WAUWATOSA
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TRAFFIC & SAFETY COMMITTEE MEETING
Tuesday, January 30, 2007

PRESENT: Alds. Donegan, Grimm, Herzog (7:02 p.m.), Treis -4

ALSO PRESENT: W. Kappel, Dir. of Public Works

Ald. Grimm as Chair called the meeting to order at 7 p.m. -3

Ordinance – No Parking on West Side of N. 113th Street North of Watertown Plank Road

At their previous meeting, the committee recommended introduction of an ordinance amending Section 11.32.080 of the Code by adding a no parking zone on a portion of the east side of N. 113th Street north of Watertown Plank Road. Mr. Kappel confirmed his earlier report that there were no complaints about the restrictions during a 90-day trial period.

Moved by Ald. Treis, seconded by Ald. Donegan to recommend to
Council adoption of the ordinance. Ayes: 3

(Ald. Herzog present. -4)

90-Day Trial of Left Turn Prohibition for Westbound Watertown Plank Road at N. 86th Street

Mr. Kappel reported that the 90-day trial of no left turns for westbound Watertown Plank Road traffic at N. 86th Street has been effective in preventing left turns into the Medical College parking garage, as was the intention when the parking structure design was approved. There have been no complaints. A sign was installed on an existing standard, and a second sign may be placed on an island to the west to enhance visibility. In addition, changes will be made to the traffic signals at 87th Street to facilitate left turns there.

Moved by Ald. Treis, seconded by Ald. Donegan to recommend to
Council introduction of an ordinance to establish the no left turn
restriction. Ayes: 4

90-Day Trial of Parking Restriction Changes in Area of W. North Avenue, W. Meinecke Avenue, N. 88th Street and Pasadena Boulevard

Mr. Kappel reported that over the past several months of discussions about this area, several parking changes were made on and around North Avenue and Pasadena Boulevard, and a 90-day trial of two-hour parking on W. Meinecke Avenue between 86th and 88th Streets has been completed. During the 90-day trial, there have been numerous complaints from residents of Pasadena Boulevard north of Meinecke Avenue about parking in front of their houses.

Mr. Kappel summarized several options outlined in his memo to the committee: 1) continue the two-hour parking restriction on W. Meinecke Avenue as it is now under the 90-day trial; 2) alternate the restriction to the odd and even sides of the street on odd and event dates, which would allow each side opportunities for a clear side; 3) remove the

remaining two-hour restriction in front of Sendik's, allowing for all-day parking on the entire north side of North Avenue from 86th Street to Pasadena Boulevard, which would add between six and seven parking spots; 4) allow all-day parking on the north side of North Avenue from Pasadena Boulevard to the driveway to the west in front of North Shore Bank; 5) allow all-day parking in a 60-foot section on both sides of Pasadena Boulevard just south of Meinecke Avenue, which would pose no immediate problem for abutting residents since both homes have driveways that exit to Meinecke Avenue; and 6) do nothing and allow parking on Pasadena Boulevard as it currently exists.

Bob Miller, 2376 Pasadena Boulevard; Dick Profio, Lorraine Miller, 2376 Pasadena Boulevard; Geri Seidenstricker, 2405 Pasadena Boulevard; Laura Mierow, 8608 W. Meinecke Avenue; Carmen Terlizzi, 2420 Pasadena Boulevard; Greg Strand, 2414 Pasadena Boulevard; Ellen Raster, 2415 Pasadena Boulevard, Rodney Van Bibber, 2460 Pasadena Boulevard; Jo Ann Keller, 8707 W. Meinecke Avenue, Greg Eisold, 8417 (residence) and 8413 (Ace Drapery) W. North Avenue; and Mike McCrea, 2545 Pasadena Boulevard, offered comments, including the following points:

- There is a lack of enforcement of two-hour restrictions on Pasadena Boulevard, and even/odd parking on Meinecke would also likely not be enforced
- There is room for 4-6 cars on the north end of the 2300 block of Pasadena; typically about 12 cars park in the southern half of the 2400 block, which could be spread out to the point where no one group of residents has the full burden
- Do not change to alternate even/odd parking on Meinecke; better not to have any all-day parking; could cause problems with backing out of driveways
- First priority should be freeing up North Avenue parking in front of Sendik's from their door west to Pasadena; it is not equitable that Sendik's is not releasing any parking spaces for their employees
- Creative dialog among North Avenue businesses is needed; could empty spaces in the Colony Camera and piano store area be used?
- Keep in mind that Meinecke Avenue is a pathway for Longfellow and McKinley Schools; important to have clear fields of vision
- Residents on Pasadena are now bearing the brunt of the problem with parking six days a week and often on Sundays, which disrupts deliveries and collection of garbage, leaves
- Keep business parking in the business district as much as possible; free up spaces near businesses and spread out any parking in the neighborhood; put the burden on businesses

Kevan Oberdorf, manger of Sendiks, 8616 W. North Avenue, said he has gone back to employees with the committee's recommendations and will continue to do what he can to find a solution. He was asked if other businesses have been approached about surplus parking spaces they might have. Could the city approach Colony Camera about buying their parking spaces? That area could accommodate 30 cars and is never used. Mr. Oberdorf indicated that some locations have come up in the past but said that there has not been a lot of communication.

Ald. Herzog noted that there is plenty of parking available, but there is a need to get cars to park in the right spots. Putting in two-hour restrictions in the 2400 block of Pasadena would prevent residents from parking in front of their own homes. He asked the residents present about such a restriction, and there was some indication of support. He proposed making the two-hour restrictions on Meinecke Avenue permanent and limiting parking on Pasadena. He noted that 24 spaces have been opened on North Avenue since discussion of this issue started and said he would favor opening more in front of Sendik's and North Shore. He would not favor opening any parking in the 2300 block of Pasadena. The city lacks control over the Colony Camera spaces or any similar areas, but those spots may not be needed if 20-30 spots can be opened up along North Avenue to remove parking from residential neighborhoods.

Moved by Ald. Herzog, seconded by Ald. Donegan to recommend to Council introduction of an ordinance to establish two-hour parking on

W. Meinecke Avenue between N. 86th and N. 88th Streets and to approve a 90-day trial of two-hour parking on both sides of the 2400 block of Pasadena Boulevard, a 90-day trial of removal of restrictions on the north side of W. North Avenue in front of North Shore Bank, and a 90-day trial of removal of restrictions on the north side of W. North Avenue in front of Sendik's. Ayes: 4

Asked by the Chair about enforcement, Mr. Kappel indicated that he will speak with the police captains.

Discussion followed on the merits of making the Meinecke Avenue changes permanent versus another 90-day trial. Ald. Herzog explained that the committee can institute a 90-day trial but after 90 days the matter has to be brought back to the Common Council for action, be it extending the trial or introducing an ordinance change. Parking on Meinecke Avenue can still be readdressed if the situation merits.

90-Day Trial of Parking Restriction Changes in Roosevelt School Area

Mr. Kappel reported on the 90-day trial of no standing, stopping, or parking restrictions on school days from 8 to 9 a.m. and 3 to 4 p.m. on the east side of N. 73rd Street between W. Wright and W. Clarke Streets and a three-hour parking restriction in the same area between 9 a.m. and 3 p.m. Mr. Frank Calarco, the Roosevelt School principal, has indicated that the restrictions have improved the situation somewhat, although he still would have preferred one-way streets as originally requested.

The Chair noted that the lettering on the signage is quite small, but Mr. Kappel said that the word seems to have gotten out to the school parents to whom the signs are directed. The traffic pattern has gotten better, and he recommended making the restrictions permanent.

Moved by Ald. Treis, seconded by Ald. Donegan to recommend to Council introduction of an ordinance establishing no standing, stopping, or parking on school days from 8 to 9 a.m. and 3 to 4 p.m. on the east side of N. 73rd Street between W. Wright and W. Clarke Streets and establishing a three-hour parking restriction in the same area between 9 a.m. and 3 p.m. Ayes: 4

Request for No Trucking on N. 68th Street from W. State Street to W. Blue Mound Road

The committee reviewed a petition from residents in and around N. 68th Street requesting that trucks be prohibited from using 68th Street between W. State Street and W. Blue Mound Road and that truck traffic be rerouted to N. Hawley Road. Mr. Kappel reported that during the Milwaukee Metropolitan Sewerage District (MMSD) Hart Park construction project, truck traffic was temporarily detoured to N. Hawley Road in Milwaukee, but permanently closing 68th Street as a truck route would negatively impact businesses along W. State Street. With limited truck access points, it would add to the already heavy congestion on the western route from State Street to the south across the Harmonie Bridge on connecting Hwy. 181/Glenview Avenue. Furthermore, we could not expect Milwaukee to permanently take on the brunt of Wauwatosa's State Street truck traffic by forcing trucks to use Hawley Road. The City of Wauwatosa, in fact, has turned down similar requests from the City of Milwaukee when there would have been a negative impact on Wauwatosa residents. Mr. Kappel recommended placing this matter on file.

Chris Bolin, 512 N. 68th Street, said that 68th Street is a very narrow, very residential street where traffic backs up sometimes up to 16-17 cars at traffic signals. With Jefferson Elementary School just off the street and a small shopping area, there is a lot of pedestrian traffic. Milwaukee prohibits trucks on their portion of 68th Street between

I-94 and Blue Mound Road, but Wauwatosa has no restrictions. Trucks either violate the Milwaukee restrictions or make very wide turns from Blue Mound Road to get onto the narrow street. With the expansion of Hart Park, there will be a lot more traffic and a lot more pedestrians. When 68th Street traffic was detoured in connection with Hart Park work, it did not seem an undue burden for trucks serving stores on State Street to use Hawley Road or US 41.

Maureen Lloyd, 627 N. 68th Street, said she found her neighbors to be very willing to sign the petition. They enjoyed a respite from trucking during the detour, but 68th Street bore the burden of more trucking when Hawley Road was under construction. Besides the difficult turn onto 68th Street from Blue Mound Road, it is also almost impossible for trucks to make the turn at State Street where they often also dangerously straddle the railroad tracks. A trucking prohibition would help truckers avoid being put in those precarious situations.

Mr. Kappel explained that both Hawley Road and 68th Street have pavements designed to handle heavy trucks. Because there would be more wear and tear, he sought permission from the City of Milwaukee before routing detour traffic to Hawley Road. He agreed that most large trucks on 68th Street likely serve State Street businesses and are not proceeding through to the north. Since none of those businesses were notified of this agenda item, he suggested contacting them for input on the impact of a trucking ban on 68th Street. He noted that staff is working on re-engineering 68th and State, considering both railroad and truck issues.

Cheryl Bolin, 512 N. 68th Street, said she is home all day and observes that the street is like a freeway with the number of semis there throughout the day. She has had no success in seeking enforcement of the prohibition that is posted for trucks coming off the freeway and traveling northbound.

Ald. Herzog asked for more information on Milwaukee's 68th Street trucking ban, particularly whether the street there is the same width. He would also like to know which businesses are served by the trucks using 68th Street and where they are coming from.

Moved by Ald. Donegan, seconded by Ald. Herzog to hold this matter for one month, notifying affected businesses of that meeting –

The Chair felt that stores could be asked to tell drivers to use a different route. He said that he has received complaints of windows rattling because of trucks and buses, which is an additional concern.

Vote on the motion, Ayes: 4

The meeting adjourned at 8:05 p.m.

Carla A. Ledesma, City Clerk
Wauwatosa, Wisconsin

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