



CITY OF WAUWATOSA

7725 WEST NORTH AVENUE

WAUWATOSA, WI 53213

Telephone: (414) 479-8917

Fax: (414) 479-8989

TRAFFIC & SAFETY COMMITTEE MEETING

Tuesday, October 10, 2006

PRESENT: Alds. Donegan, Grimm, Herzog, Treis -4

EXCUSED: Ald. Sullivan

ALSO

PRESENT: W. Kappel, Dir. of Public works

Ald. Grimm as Chair called the meeting to order at 7:30 p.m.

Reconsideration of 90-Day Trial of No U-Turns on W. Capitol Drive West of N. Mayfair Road

Mr. Kappel reported that he is recommending discontinuing the 90-day trial of no U-turns for eastbound traffic on W. Capitol Drive west of N. Mayfair Road (STH 100), having heard from area residents and conferring with the district aldermen. Residents have reportedly had difficulty getting to their own homes without traveling significant distances out of their way. In the interest of the neighborhood, the trial should be ended and the sign removed.

Moved by Ald. Treis, seconded by Ald. Donegan to cancel the 90-day trial of no U-turns on W. Capitol Drive west of N. Mayfair Road. Ayes: 4

Request for No Parking on N. 113th Street North of Watertown Plank Road

Mr. Kappel reported that he was contacted by Mr. Bill Ferk, facilities manager for Bostik Findley, Inc., located at 11320 Watertown Plank Road. Their semis have been having difficulty negotiating the turn from their northernmost driveway onto N. 113th Street due to cars that are parked too close to the driveway. They are requesting a 15-foot setback from the end of the driveway to the south to accommodate southbound turns. This would still allow for ample parking, although some will be pushed 15 feet farther south.

Mr. Ferk presented photos illustrating the problem. He said that there has been one issue with a truck striking a parked car. With the requested 15 feet of clearance, semis will be able to turn without backing up to make it around the curb. A similar situation with Miller Brands on the other side of the street was handled the same way.

Moved by Ald. Treis, seconded by Ald. Donegan to approve a 90-day trial of no parking on the west side of N. 113th Street north adjacent to the Bostik Findley driveway. Ayes: 4

Update on State Plans for Reconstruction of the Zoo Interchange

Mr. Kappel reported that staff was briefed last week on efforts to move the reconstruction of the Zoo Interchange forward in the Wisconsin Department of Transportation's (DOT) planning schedule. A Committee of the Whole meeting on the subject will be scheduled later this year or early next year.

Work on the Zoo Interchange had been listed as beginning in 2016 or later, following work on the Marquette Interchange and completion of the north-south (Milwaukee/Chicago) corridor. Following lobbying over the past six months by Waukesha County, Milwaukee County, and some of the medical center entities, the governor has seen fit to move the project up on his agenda. He is saying they will begin work as soon as the next biennium budget is enacted if funding is provided to proceed with a corridor study. The City of Wauwatosa instituted a traffic impact analysis (TIA) shared by the city, county, and state, which has now been taken over by the state and funded in the current biennium budget. They are driving it through their consulting services.

Staff was also briefed on the length and duration of the process. If they start next year around July or August, they would begin with a 10-14 month process of project definition where they establish need and begin preliminary environmental assessments. The next 24-36 months would be spent on the investigation process for the land and beginning real estate acquisitions and utility coordination. A 20-30 month final design phase would follow. Construction potentially would begin in early spring of 2012 if everything goes as now planned, with a three to four year construction period anticipated from start to finish.

The public input process is similar to that followed with the Marquette Interchange project. The same group that worked on that project will be working with the city on public communication, setting up meetings and opportunities for public discourse. Mr. Kappel noted that the public input process was instrumental in changing the Marquette Interchange design to include a Plankinton exit. That exit just opened and the project as a whole is on schedule and under budget. Information updates are available at the project website: www.mchange.org.

Responding to questions from the committee, Mr. Kappel explained that the timetable in the TIA was set back somewhat when the study was taken over by the state and the scope broadened slightly. The city and county requested corridor definition earlier this year so that no more land than is actually necessary is set aside. SEWRPC (the Southeastern Wisconsin Regional Planning Commission) showed an interchange ramp at Watertown Plank Road, for example, that encompassed the county's parks administration building. The state must retain a minimum of three potential solutions throughout the preliminary design process in order to retain federal funding. The boundaries of the project are defined as Center Street, Greenfield Avenue, Glenview Avenue, and Highway 100/Mayfair Road, but it will probably take in the ramps along that corridor as well including North Avenue and Hwy. 45.

Moved by Ald. Treis, seconded by Ald. Donegan to place the report on file. Ayes: 4

The meeting adjourned at 7:47 p.m.

Carla A. Ledesma, City Clerk
Wauwatosa, Wisconsin

es