



CITY OF WAUWATOSA  
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**TRAFFIC & SAFETY COMMITTEE MEETING**  
**Tuesday, June 10, 2008**

PRESENT: Alds. Jay, Maher, McBride, Meaux, Stepaniak -5

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

Ald. Meaux as Chair called the meeting to order at 6:30 p.m.

**Ordinance – No Parking on Portion of N. 117th Street South of Burleigh Frontage Road**

The committee reviewed an ordinance amending Section 11.32.080 of the code to establish no parking at any time on a portion of the east side of N. 117th Street south of the Burleigh Frontage Road. The ordinance was re-referred by Council following discussion at the previous committee meeting.

Moved by Ald. McBride, seconded by Ald. Stepaniak to recommend to Council adoption of the ordinance. Ayes: 5

**Ordinance – No Parking on Portion of N. 91st Street between W. North and W. Meinecke Avenues**

The committee reviewed an ordinance amending Section 11.32.080 of the code to prohibit parking on a portion of the west side of N. 91st Street between W. North Avenue and W. Meinecke Avenue. The ordinance was re-referred by Council following discussion at the previous committee meeting.

Moved by Ald. Stepaniak, seconded by Ald. McBride to recommend to Council adoption of the ordinance. Ayes: 5

**Zoo Interchange Options, Relationship to 2035 SEWRPC Transportation Plan**

Representatives of the Wisconsin Department of Transportation (DOT) and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) present to discuss the Zoo Interchange Project and the 2035 SEWRPC Transportation Plan included: Tracy Gilliam, Project Supervisor, Zoo IC Team, DOT; Terry Horst, Engineering Task Lead, Forward 45; Tim Anheuser, Deputy Project Manager, Forward 45; and Kenneth Yunker, Deputy Director, SEWRPC.

The three broad alternatives presented at recent public information meeting were described, using large aerial maps:

1. Replacement in Kind – Replacing all infrastructure in its current configuration
2. Spot Improvement – Core of the interchange retains current configuration with a series of improvements on the four legs

3. Modernization – Replacing existing infrastructure with a modern interchange with all movements on the right-hand side; three options (M1, M2, M3)

Some of the key points of discussion and information were as follows.

#### North Avenue/Hwy. 45/Mayfair Road Area

- At North Avenue, only one design option is shown, which is replacing the existing interchange with a full access diamond interchange.
- Retaining the northbound exit ramp at Mayfair Road is desired but will have to be justified since some see a problem in two equivalent movements very close together. This is a peak access interchange, and initial analysis shows that both are needed to prevent freeway backups.
- Planners are aware of recurring afternoon congestion on the southbound side of Hwy. 45 at North Avenue, much of it due to weaving maneuvers because of the left exit at the Zoo Interchange. That is a problem with every approach to the system interchange that all the modernization alternatives remove.
- Traffic control devices will allow for better movement through the diamond interchange.
- Richard Bachman, 2239 N. 115th Street, sought confirmation of some details and related his experience with backups and difficult traffic movements.

#### Swan Boulevard/Watertown Plank Road/Wisconsin Avenue/Blue Mound Road Area

- Swan Boulevard has three distinct options. Option M1 extends Swan Boulevard to meet Watertown Plank Road opposite Innovation Drive, making the intersection more powerful and ramp terminals work better. The northbound side would be very similar but is repositioned.
- Option M2 is much the same but the ramps are braided at Watertown Plank Road, one going up and over the other.
- Impact on existing infrastructure in this area: The county greenhouses and salt dome would be displaced.
- Impact on development potential: In trying to provide good traffic options, some land that is now state right-of-way may actually be freed up for development, as occurred in the Marquette Interchange. If there is good access, the impact is sometimes higher value land
- Ongoing coordination with the county development director and Wisconsin Lutheran College representatives will continue.
- There are two Swan Boulevard alternatives in Option M3. One extends Swan Boulevard to Innovation Drive with direct connections to and from Hwy. 45 to the south. A sub-alternative creates a full diamond interchange, which planners prefer, but impact on protected parklands such as Will-O-Way, the state forestry center, and the county gardens must be justified. Project planners have met with the DNR regarding the forestry center and some county representatives. There are county parks representatives on the technical advisory committee.
- Watertown Plank Road alternatives all have to same basic configuration, although they look somewhat different. The current interchange would be replaced with a high volume, high capacity full diamond interchange.
- In Option M2, the Watertown Plank south ramps do not connect directly with Hwy. 45 south. There is a parallel CD (connect/distribute) roadway system between the system ramps and Watertown Plank Road
- All three alternatives go through the Zoofari Center site and use some green space and playground area at St. Therese in Milwaukee. A small piece of land from the large apartment complex to the south is also impacted.
- All three alternatives involve a full access diamond interchange at Blue Mound Road, but the alternatives impact access to Wisconsin Avenue and Blue Mound Road differently.

- Southbound connections from Blue Mound Road are only to I-894, not I-94, since the area is so close to the system interchange.
- Another difference in the alternatives is how the Milwaukee County Medical Complex, Research Park and Wisconsin Avenue are served.
- Option M1 extends Innovation Drive across the freeway to a potential loop road that the Medical Complex may include in their long-range plans
- Option M2 has a CD roadway from Swan Boulevard so the ramp connections are from there to and from Blue Mound Road only.
- Option M3 has service drives on each side of the freeway—lower speed roadways with curbs and gutters more like a city street—as alternative access for Research Park and Medical Complex.

#### Right-of-Way Acquisition

Some acquisition of right-of-way along the north leg is anticipated including both houses and businesses. The North Avenue interchange would utilize the Denny's restaurant site, and a new access road would be needed for Hall Chevrolet due to land requirements there. Some parkland is needed and probably one building at the Mental Health facility. The DOT is trying to avoid any new development.

#### Planning/Projections

DOT planners design for 2035 peak-hour traffic based upon projections of future employment and development. Traffic volume projections also assume that the entire Milwaukee freeway system will be expanded to eight lanes by 2035. SEWRPC forecasts also take projected gasoline prices into account. Options that best address other forms of transportation would be those that best address the freeway's design and capacity deficiencies, Mr. Yunker stated.

#### Decision/Timeline

At this point after only seven months, there is an initial set of concepts that are being refined based on public input. The concepts may be reduced to a final set by October, and from there will go to preferred alternatives based on public concerns, a public hearing next year, and a cooperative decision by DOT and Federal Highways representatives. The project then proceeds with the end of the corridor study and will move into preliminary design by October 2009. Final design and construction follow.

A second meeting of the technical advisory committee, on which the City of Wauwatosa has representation, is being planned. Another set of public information meetings will be held in the fall along with more technical advisory meetings, and a public hearing will be scheduled in spring. Any comments must be addressed as part of the project's environmental impact statement. Construction of mitigation routes will begin in 2012 with construction on the north leg (from Burleigh Street to Blue Mound Road) scheduled to begin by 2013. Completion of the entire interchange is anticipated by the end of 2016.

#### Further Discussion/Future Meetings

It was the committee's consensus to discuss the SEWRPC 2035 Transportation Plan and to continue with a follow-up discussion of the Zoo Interchange Project in a working session at a future meeting.

The meeting adjourned at 7:45 p.m.

Carla A. Ledesma, City Clerk  
Wauwatosa, Wisconsin

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