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**TRAFFIC & SAFETY COMMITTEE MEETING**  
**Tuesday, January 8, 2013**  
**Committee Room #1**

PRESENT: Aids. McBride, Moldenhauer, Pantuso, Roznowski, Wilke – 5

ALSO PRESENT: W. Porter, Public Works Dir.; A. Kesner, City Atty.; J. Archambo, City Admin.;  
Aids. Walz-Chojnacki, Tilleson

Ald. Wilke as Chair called the meeting to order at 7:02 p.m.

**Memorandum of Understanding between the City and High Pointe Office Center, 1200 N. Mayfair Road, regarding access to Watertown Plank Road**

Mr. Porter, Director of Public Works, summarized his memo of January 2, 2013, regarding a proposed Memorandum of Understanding with High Pointe Office Center, 1200 N. Mayfair Road. He explained that owners of the building objected to Wisconsin Department of Transportation (DOT) plans to eliminate current direct access to Watertown Plank Road in conjunction with planned 2013 changes in this area. Swan Boulevard and relocated Underwood Parkway would provide access per the DOT plan.

Discussions among the City, the property owners, the DOT, and Milwaukee County, have resulted in a proposal to convert Underwood Parkway into a driveway with a right-in right-out access point at Watertown Plank Road. A connection to the Oak Leaf Trail would parallel the newly configured driveway. Mr. Porter displayed a drawing depicting the proposed configuration.

The proposed Memorandum of Understanding states that the City agrees to providing access to Watertown Plank Road in conformance with this plan. High Pointe Office Center would maintain the access road as their driveway and provide all future maintenance and capital improvements at no cost to the City. A separate agreement between High Pointe and the County will address other elements of the plan including resolution of the property line.

Moved by Ald. Pantuso, seconded by Ald. Roznowski to recommend  
to Council execution of the proposed Memorandum of Understanding –

Stewart Wangard of Wangard and Associates, owners of High Pointe, explained concerns about losing direct access to Watertown Plank Road. Since originally developing the site, they have worked extensively to identify access to the building. Existing large signs at the corner of Watertown Plank and Mayfair Roads and at Underwood Parkway will need to be rebuilt and relocated. In answer to a question regarding property line changes, he said that an intermediate point between the edge of their property and the Oak Leaf Trail would become the new lot line with a small portion attached to their property and the remainder to County land. Mr. Wangard indicated willingness to cooperate with development of the future park-and-ride site should that area east of the parkway be deemed developable at some point.

In answer to further questions, Mr. Porter outlined proposed signage and pavement measures to prevent left turns from the new driveway. Traffic on the private drive is expected to be relatively light. Most tenants would likely use the round-about to connect with Swan Boulevard. He confirmed that the proposal would have no effect on any pending power line plans.

Ald. Wilke observed there would be more developable parcels if the office building were just connected by the round-about. A lot of the pavement and roads here don't need to happen, he felt.

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

### **Traffic Calming Policy for the City of Wauwatosa**

Director of Public Works Porter reported that when looking at traffic issues, the tool box currently is limited to stop signs, yield signs, or perhaps one-way streets. A traffic calming policy would provide more tools to address neighborhood traffic concerns. A great many stop sign requests do not meet the warrants of the Manual on Uniform Traffic Control Devices. If done correctly, traffic calming would allow for use of empirical data such as traffic volumes and speeds and remove some of the motion from the discussion.

The three E's of traffic calming as contained in the policy adopted by the City of Milwaukee are education, enforcement and engineering. It provides a good template, but other policies are also being reviewed. Traffic calming involves policy implications as well as costs for the City and residents. Whether to proceed with further investigation is up to this committee.

Ald. Walz-Chojnacki, 3<sup>rd</sup> District, said that traffic issues, particularly high speeds, came up often when he was campaigning for office. Knowing that stop signs are not favored by engineers as a way to control speeds, he believes that physical barriers to excessive speed are highly desirable, specifically speed humps. They have the potential to be revenue neutral when citizens are assessed for the costs, which could, perhaps, add \$40 per year on the tax bill.

Mike Holzer, 7732 Eagle Street, spoke of the dangers of the uncontrolled intersection of 78<sup>th</sup> and Eagle Streets. The neighborhood consensus is that there needs to be some control, whether a speed hump, yield sign, two-way or four-way stop.

Rich Robinson, 7130 Eagle Street, asked if speed humps interfere with snowplowing. Ald. Walz-Chojnacki said that plow operators apparently don't like that but they are engineered to be plowed over.

Neil Hardy, 507 N. 104<sup>th</sup> Street, said his street has become a thoroughfare between Wisconsin Avenue and Blue Mound Road. With ongoing construction, more people will use that street to avoid Mayfair Road. Placement of the speed monitoring trailer last summer was ineffective since it seemingly stopped recording at 37 mph. Perhaps a speed hump would address safety concerns on this street.

Angela Ryan, 2540 N. 68<sup>th</sup> Street, also favored speed humps, having seen their effectiveness in Madison. She cited safety concerns due to speeds on 68<sup>th</sup> Street between North Avenue and Center Street. She found that even some police officers weren't sure of the speed limit there. Stop signs would probably not make a difference, but she would be open to speed humps and would be willing to pay toward the cost. She wondered about their effect on someone hitting them at excessive speed, however.

Clarence Jenkins, 515 N. 104<sup>th</sup> Street, a former 3<sup>rd</sup> District alderperson, noted that there are small children on every street and everyone wants stop signs and enforcement, but there are streets that deserve some special attention, 104<sup>th</sup> Street being a big one on a street-by-street basis. Drivers use the street in both directions to avoid traffic lights at Mayfair Road and Blue Mound Road.

Mr. Porter confirmed that plow operators and most drivers don't like speed humps, but they can be built so a plow truck doesn't bottom out and sweeper brooms are not torn up. Regarding temporary speed humps, Mr. Porter said that he has used them seasonally elsewhere, but they are labor intensive and require drilling about 100 holes in the pavement that have to be resealed. Installation can take a couple of days. Putting them out for a season to see how speeds are affected is a possibility.

Ald. Pantuso noted that a mini-roundabout near Columbia Hospital in Milwaukee seems to be effective, but cost is a factor and the question of snowplowing also arises.

Ald. McBride advocated narrowing city streets. Wide streets such as 72<sup>nd</sup> Street north of Milwaukee Avenue increase speeds and divide neighborhoods. Problems vary on Wells Street as it widens and narrows on either side of 68<sup>th</sup> Street and then widens again. Over time, we should identify streets to be narrowed as part of the street reconstruction program. There are possible savings there also. A speed hump trial, possibly on N. 104<sup>th</sup> Street, would be prudent to test the effect on speeds and snow plows.

Moved by Ald. McBride to create a pilot speed hump project on N. 104<sup>th</sup> Street between W. Blue Mound Road and W. Wisconsin Avenue if funds are available –

Mr. Porter reported that an agreement was just signed with the DOT for mitigation funding of \$150,000, with \$25,000 earmarked for crossing guards. There is nothing specifically for traffic calming in 2013; but within certain guidelines and with DOT approval, it may be possible to tap into those funds.

Ald. Roznowski seconded the motion, adding a directive to the Director of Public Works to continue research on best practices including, but not limited to, speed humps –

Ald. McBride amended the motion, seconded by Ald. Roznowski, too direct the Director of Public Works to return with a proposal to implement a pilot speed calming project on 104<sup>th</sup> Street and to draft a traffic calming program along the lines of the City of Milwaukee's for the committee's consideration –

There was further discussion of guidelines for developing a policy. Ald. Moldenhauer said he would like to see something beyond the Milwaukee template. We need to determine what criteria will lead to resolution of a particular situation. Ald. Pantuso suggested that testing on perhaps three other streets might be appropriate to cover other solutions.

Ald. McBride noted that any proposal forwarded by the Director of Public Works would have to be based on the availability of funds. 104<sup>th</sup> Street is directly affected by DOT reconstruction projects. He observed that engineers would be reluctant to install speed humps on an arterial street such as 68<sup>th</sup> Street, but there may be other measures that could be utilized there.

Ald. Wilke said that this is all coming together at a good time with the pedestrian-bike plan about to start. He pointed out that the effect of traffic mitigation on 104<sup>th</sup> Street would need to be considered in light of San Camillo and a day care center on 103<sup>rd</sup> Street. Neighborhood associations could help in prioritizing traffic calming and work on the funding portion.

Vote on the motion, Ayes: 5

### **Request for Stop Signs – N. 78<sup>th</sup> and Eagle Streets**

When a request for stop signs at N. 78<sup>th</sup> and Eagle Streets was reviewed by this committee in September, staff recommended against the request inasmuch as warrants were not met there. It was then returned to staff for a more comprehensive study of traffic at that intersection.

Mr. Porter reported that he observed the intersection last week Friday for about 46 minutes, finding a volume of 24 cars. At this point, there is no change in his recommendation since it still does not meet Manual on Uniform Traffic Control Devices (MUTCD) criteria. It is understandable that high rates of speeds could be reached going east and west here, but that was not observed. Police are reluctant to use their speed monitoring trailer in the winter.

Mike Holzer, 7732 Eagle Street, felt that having a completely uncontrolled intersection here is irresponsible. He believes a two-way or four-way stop is warranted. Perhaps the neighborhood as a whole should be reviewed. Children are the primary issue, and he questioned waiting for an incident to occur before taking action.

Richard Robinson, 7130 Eagle Street, said that traffic last week is not representative of what is seen in the summer. He noted that a nearby church contributes to higher volumes.

Ald. Tilleson, 5<sup>th</sup> District, who forwarded the petition request, said that the string of uncontrolled intersections on Eagle Street between Wauwatosa Avenue and 80<sup>th</sup> Street is unique in this area. Church members parking up and down 78<sup>th</sup> Street would contribute to meeting MUTCD standards. In the absence of a formal study, he felt that the committee should adhere to the testimony given. The volume reported by Mr. Porter seems appropriate for a two-way stop.

Moved by Ald. Pantuso, seconded by Ald. Roznowski, to approve  
a 90-day trial of stop signs –

Since the trial period would not cover summer months, Ald. Pantuso noted that it could be extended in order to collect that data.

Ald. McBride said it is not true that we should have a stop sign at every uncontrolled intersection—at least half are uncontrolled. What we would learn from this trial is what we already know. Perhaps the trial should begin in April, by which time we will have learned more about traffic calming and could look at other options.

The mover and second withdrew the motion.

Moved by Ald. Roznowski, seconded by Ald. McBride to hold this  
matter to the second committee meeting in April (April 30). 5

The meeting adjourned at 8:25 p.m.

Carla A. Ledesma, City Clerk

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