



CITY OF WAWATOSA
TRAFFIC AND SAFETY COMMITTEE
MINUTES • FEBRUARY 25, 2014

Regular Meeting
Committee Room #1
6:30 PM

7725 West North Avenue, Wauwatosa, WI 53213

TRAFFIC AND SAFETY COMMITTEE ITEMS

Attendee Name	Title	Status	Arrived
James Moldenhauer	Alderman	Present	
Jeffrey Roznowski	Alderman	Present	
Dennis McBride	Alderman	Present	
Bobby Pantuso	Alderman	Present	
Jason Wilke	Alderman	Present	
Elizabeth Hilt	Program Analyst	Present	
William Porter	Public Works Director	Present	

1. Presentation by the Wisconsin Department of Transportation on the I-94 Corridor Construction Project from the Marquette Interchange to the Zoo Interchange (16th Street to 70th Street)

Mr. Porter explained that the Department of Transportation is here with an update on the I-94 Corridor Construction Project from the Marquette Interchange to the Zoo Interchange (16th Street to 70th Street). He introduced Jason Lynch, Beth Foy, and Brad Heimlich who provided an update on the status and timeline of the project.

Mr. Lynch explained that the Wisconsin Department of Transportation (WisDOT) has been studying the I-94 corridor, which connects the Marquette Interchange and Zoo Interchange projects. This project will cover approximately 3.5 miles of I-94 between 70th Street and 16th Street in Milwaukee County. The project includes one system interchange (US 41/WIS 341/Miller Parkway) and five service interchanges (70th Street/68th Street, Hawley Road, Mitchell Boulevard, 35th Street, and 26th Street/St. Paul Avenue. The study started in July of 2012 and will continue through 2014. Four public information meetings have been held since 2012 which were well attended; there has been a lot of outreach to the communities.

Mr. Lynch noted that traffic from around the region, state, and nation passes through this corridor, and there are many major institutions and tourist attractions that are in close proximity, including:

- Veterans Administration complex
- Miller Park
- Miller Coors brewery
- Menomonee Valley businesses

Transportation issues driving alternatives development for this study were summarized as follows:

- Roadway capacity - to accommodate increased traffic
- Safety concerns
- Freeway and interchange operations - congestion and delays
- Consistency with current Federal highway Administration (FHWA) and WisDOT design standards
- Balancing access and economic development needs and desires with impacts to adjacent residential, business, cultural, and recreational resources

Project needs to address:

- Crumbling infrastructure
- Heavy congestion
- Unsafe conditions

- A freeway that works hand-in-hand with a crowded local street network

Ongoing consultation is being done regarding assessing visual impacts, noise impacts, and access change impacts in regards to the National Park Service, Veterans Administration, State and local historic preservation organizations. Mr. Lynch said that there has been a challenge due to restrictions in the cemetery corridors. He said no graves will be relocated for this project.

Safety and congestion issues must be addressed to:

- Move traffic efficiently in the corridor
- Protect the investments in the Marquette Interchange and Zoo Interchange projects

Mr. Lynch said that half of the access points along this corridor will be removed. The impact to the local communities is being taken into account.

Brad provided a brief overview on the corridor and said the DOT has done additional traffic analysis and engineering work since the public hearings. Two very challenging areas of the corridor are the National Cemetery and the Menomonee Valley area which is adjacent to several neighborhoods.

Mr. Heimlich discussed the impacts to the City of Wauwatosa. He noted that the 68th/70th Street interchange access will remain as it is today with 68th Street the primary access to the north and 70th Street the primary access to the south. This will be a split diamond interchange as it currently exists with 68th leading north into Wauwatosa and 70th Street leading into West Allis. There was discussions on changing the type of interchange in this area. This would cause engineering difficulties and had received push back from the City of Wauwatosa, with respect to traffic and access patterns so they went back to retaining the split diamond interchange idea.

The Hawley Road interchange may have differing access based on the cemetery area alternative. One alternative is a double-deck where no cemetery right-of-way will be requested; this will be a very tight corridor. Another alternative is a narrow at-grade solution with narrower lanes and no shoulders through the cemetery area. One of the big trades off with this is the potential for increased congestion and they cannot provide access to the Hawley Road interchange.

Mr. Heimlich reviewed the Miller Stadium area where there are challenges as well. The current interchange is a freeway interchange which is overdesigned for the amount of traffic today. They have looked at minimizing the size of that intersection being respectful to the surrounding land uses. They will try to minimize the impact to Miller Parkway while still handling the traffic.

East of the stadium proposes challenges as well. They are looking to preserve existing access points which has been a strong message they've heard. They would realign the east leg of the interchange to improve safety. The work suggested will correct poor horizontal and vertical freeway configuration and simplifies ramp patterns directly to 27th Street.

Other considerations in the environmental study include looking at stormwater ponds and other treatment alternatives, permeable pavement, and air quality. The Miller Park parking lot will provide opportunities for stormwater treatment.

Mr. Heimlich said traffic mitigation includes keeping an eye on congestion and safety on local streets during reconstruction but long term afterwards preserving access and mobility as best they can. During construction they will look at the parallel arterials on Wells Street, Wisconsin Avenue, Blue Mound Road, National Avenue, and Greenfield Avenue. He said they will make sure that access is preserved and range of motion and mobility to the best that they can. Mr. Heimlich said regional plans call for doubling of transit service both long and short-term.

The study phase will continue through the balance of 2014. A draft environmental impact statement will be completed and made available for public review. There will be a public hearing after the public has had a chance to review the draft statement.

2. Continued from the last meeting, memo from the Director of Public Works regarding a traffic calming policy

This item was held.

Carla A. Ledesma, CMC, City Clerk